

# Newport Mercury.

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NEWPORT, R. I., FEBRUARY 27, 1904.

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## The Mercury.

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NEWPORT, R. I.

THE NEWPORT MERCURY was established in June, 1878, and is now in its one hundred and forty-sixth year. It is the oldest newspaper in the United States, with more than half a century of continuous publication in the English language. It is a large weekly of forty-eight columns filled with interesting reading—editorial, state, local and general news, well selected, carefully and judiciously prepared and presented. It is the only newspaper in the city and the only one in the state which gives to its readers a complete and accurate record of the day's events. It is a valuable and reliable source of information to all who read it. It is published every day except on Sundays and public holidays. It is sold at the rate of one cent per copy in advance. It is also sold at the rate of one cent per copy in advance. It is also sold at the rate of one cent per copy in advance.

### Societies Occupying Mercury Hall

ROBERT WILLIAMS LODGE, No. 76, Under Room of M. George, Perry Street, President; Fred Han, Secretary; meetings held on Mondays. NEWPORT TART, No. 15, Knights of Macabees, Charles D. Bailey, Commander; Charles M. Crandall, Recorder; meetings held on Mondays. COURT WANTS, No. 678, TOWNSMEN OF AMERICA, Alexander Sted, Chief Ranger; Robert Johnson, Recording Secretary; meetings held on Mondays. NEWPORT GOLF, No. 707, M. W. A., James W. Wilson, Van. Comm.; Charles M. Packer, Clerk; meetings held on Mondays. THE NEWPORT HORTICULTURAL SOCIETY, James Sullivan, President; David McIntosh, Secretary; meetings held on Wednesdays. GORDON LODGE, No. 7, A. O. U. W., George J. Sullivan, Master; meetings held on Wednesdays. MASONIC LODGE, No. 8, N. E. P. O., T. F. Allen, Warden; meetings held on Thursdays. LODGE AUXILIARY, Ancient Order of Hibernians, meetings held on Thursdays. HEDDING LODGE, No. 11, K. of C., George J. Sullivan, Chancellor; meetings held on Thursdays. DAVIS DIVISION, No. 3, U. E. K. of P., St. John's Church, meetings held on Thursdays.

## Local Matters.

### More Weather.

Early this week there were many indications that spring was on the way, and the public was hoping that the backbone of the winter was broken at last. The weather was warm and soft and the snow disappeared rapidly under the influence of a warm southerly wind and a drenching rain. In fact it came near being a deluge in some parts of the city. The snow and rain made great streams of water which flowed down the hills and filled the cellars along Thames street in a number of instances. The ground was frozen so hard that there was less damage to the streets than would have been the case if it had been soft.

On Wednesday there was a fall of rain and snow which made the traveling decidedly difficult on account of the snow, but when the temperature fell Wednesday night it congealed the snow and water and covered all the pavements with a coating of ice which made the walking more difficult than the slush of the previous day. Thursday was quite uncomfortably cold, but not actually so severe as it has been at times earlier in the winter. It was merely unpleasant after the warm weather of the previous days.

The ice in the harbor has been pretty well broken up under the influence of the rain and wind, and the tug Soliflor has assisted in breaking out passages for the small craft to get to their ships. It is to be hoped that the harbor will remain clear from now on until next winter.

During the time when the streets were filled with snow on Sunday and Monday of this week the emergency company of the fire department came out with a novel hitch, having four horses, the leaders being driven by mounted riders. The wagon created quite a sensation going to fire, but the rig did not seem to be an unequalled success as the heavy horses in the lead were not as fast as the trained horses at the wheels. The show obtained the necessity of having extra horses.

The program committee has been active this week and has secured a number of new subscribers to the fund to advertise the city. Mr. Charles H. Porter, Jr., is working up the matter for the booklet which the committee will issue and a number of publishing firms from out side of the city have submitted samples and prices for printing and illustrating the book.

Stephen Moriarty and John Gallagher, each fourteen years of age, pleaded guilty to taking electric pocket lamps from the Old (Mrs. Hall) Novelty Shop. They were placed in the custody of the probation officer.

### Washington's Birthday.

The observance of Washington's Birthday in this city on Monday was quite general, all the banks and city offices being closed for the day. Many of the stores did not open at all and most of those that did were closed during the afternoon. The city assumed quite a holiday appearance or rather the aspect of a Sunday, and business was at a standstill during the day. The schools were closed for the day, and at the government stations the holiday was very generally observed. At noon there was a salute fired by the gun squad of the Newport Artillery Company and also by the government forts in this vicinity.

In the evening there were a number of entertainments in honor of the day. The Newport Artillery Company held its annual ball at the armory on Clarke street which was especially decorated in a very appropriate manner. The national colors were very much in evidence in the decorative scheme and also the date of organization, 1741. Lieut. Col. Edwin F. Cooper and Mrs. Frank P. King led the grand march. Lieutenant George W. Tilley was the floor manager.

There was also an interesting affair at the residence of Mr. and Mrs. Harwood E. Read on Clarke street, where Count Rochambeau made his headquarters during the Revolution and where Washington was entertained. The affair Monday evening was under the auspices of members of the Central Baptist Church, the ladies and gentlemen appearing in colonial costume. The house was very attractively decorated, the flags of the United States and France being tastefully set off by palms and flowers. Music was furnished by the church choir. There were on exhibition many articles of historic interest which attracted much attention.

### William Ellery Chapter.

William Ellery Chapter, Daughters of American Revolution, as usual, observed the anniversary of the birth of George Washington in a very happy manner. The members of the chapter entertained at the residence of Mrs. A. B. Sayer, the programme comprising an interesting little comedy followed by a collation. The rooms were very attractively decorated for the occasion, the American colors being very much in evidence.

The comedy sketch made a decided hit. The characters were as follows: "Miss Snow, mother of 12 daughters," Miss B. W. Swinburne; "Miss Patti-Louise Snow, a prima donna," Mrs. Sarah N. Sayer; "Miss Louisa Snow, a French dancer," Miss Louisa Snow; "Miss Elizabeth Benson and Miss Edith M. Tilley," "The dumb Miss Snow-No Name," Mrs. J. Allen Barker; "Miss Ella Snow, elocutionist," Mrs. Grace Lawton; "Susan Deplora Snow, who mourns a lost lover," Mrs. Carrie Lockrow; "Ming Foo, the celestial Miss Snow," Mrs. Abby Tanner; "Miss Snow, the elocutionist," Miss Josephine Coggeshall; "Miss Yaller Buff Snow, an artist," Miss Katherine Stevens; "The late lamented Miss Snow in Wax," Miss Bertha Peckham; "Miss Sappho Sometime, poet," Mrs. Robert C. Ebbs; "Miss Marie Elise, a French daughter," Miss Ella Peckham; "Gravy, a little colored boy, super," Dr. Robinson.

### Kinsley's Wharf.

The Kinsley's wharf property which some years ago was bought by the Providence, Fall River and Newport Steamboat Company with the intention of turning it into a landing place for their steamers, has this week been transferred to Mr. J. K. Sullivan. Mr. Sullivan has already taken possession of the property and has begun to make the first improvements to the wharf. It is announced that the small fleet of pleasure boats which have, almost from time immemorial, made their headquarters there, will be allowed to remain there under the new ownership. For many years this has been the spot where strangers have gone to secure boats for a trip about the harbor and bay and a change in this respect would have been considered a detriment to all Newport. Mr. Sullivan will make some much needed repairs to the landing place which has fallen into neglect. It will also be the landing place for his growing fleet consisting of tug and lighters.

Mr. C. L. F. Robinson was unanimously elected a member of the Newport Artillery Company at its regular monthly meeting on Tuesday evening. In April Mr. Robinson will be unanimously elected colonel of the company. At present he is in the South with his family but will return in the early spring.

Mr. Francis Byrnes, of the Maul Adams Company, visited relatives in this city on Monday.

Mr. and Mrs. James P. Lancaster have returned to New York.

### The Providence Tunnel.

The preliminary proceedings looking to the construction of a tunnel on the Consolidated road into Providence, a matter in which Newport feels a very acute interest, are going forward steadily. This week President Mellen took a personal hand in the proceedings, appearing with Attorney Buckland before the city council committee on railroad legislation in the city of Providence. The date for the public hearings on the matter have now been set, that by the Legislature taking place on Friday at the State House, and by the Providence city council on Monday next at the city hall.

President Mellen and Attorney Buckland stated to the committee that the railroad company wanted to build the tunnel and intended to do so if the permission were granted. They were willing to have the original act amended so that the time limit should be three years instead of five years.

They also explained at some length the necessity of such a tunnel and the advantages that would be derived from it by the patrons of the road in this city and along the lines of the Providence, Warren and Bristol branch.

President Mellen, in referring to letters from East Side residents, said that his company would certainly expect to pay damages for any injury that might be done to property in that part of the city.

### A Jolly Gathering.

A "Washington's Birthday" party was held at the residence of Mrs. Ella A. MacDonald, on Spring street, Monday evening, in honor of Mrs. Joseph Fogarty of New Rochelle, N. Y., and Miss Tessie Hayes, of Gloucester, Mass.

At half-past eight whist was started, play being continued until eleven o'clock. Six tables were in use and there were many excellent scores. The first prizes for the two highest scores were awarded to Miss Louisa M. French and Mr. Charles W. Crandall; the second prizes to Mrs. Thomas F. News and Mr. G. Homer Sweet, while the "consolations" were accepted by Mrs. G. Homer Sweet and Mr. Lewis Good.

A supper followed the whist, after which a musical program was in order, selections being played on mandolins and guitars by Messrs. Charles W. Crandall, Lewis Good, T. Jefferson Bleed, Bert Crowley and Fred Twigg, and this added greatly to the pleasures of the evening.

The Block Island fishermen have done very well with their catch this week, having sent over large quantities of fresh fish which were in time to catch the market when the price was practically at the top notch. On Monday the Danielson brought over the largest cargo of fish in her history, 218 barrels. The weather this winter has been such that good fish are scarce and the price is high.

Amuse and entertainment was held at the home of Rev. and Mrs. C. A. Steinhilber, on Farewell street, Tuesday evening, under the auspices of the Woman's Home Missionary Society connected with the First Methodist Episcopal Church.

The funeral of the late George S. Ward took place Monday from his home on Sherman street, Rev. C. A. Steinhilber officiating. The bearers were Messrs. Charles H. Clarke, William H. Durfee, David M. Coggeshall and Comer A. Easterbrook.

There has been some talk heard on the street of opening the emergency hospital recently built by the city on account of the closing of the emergency ward at the Newport Hospital. It is not all probable however that any such action will be taken.

The assessments of taxes are in session at their office in the city hall for the purpose of assessing the tax for 1904. The meetings of the board will be held daily until March 4.

Rev. G. W. Jaidlaw was called away the past week on account of the serious illness of his mother, so the Lenten services at St. George's were necessarily omitted.

The clerk and carriers' examination takes place on Saturday, April 16th, having been postponed from February 27th. Applications must be filed by April 12.

Mr. Simon Gifford, in the employ of Mr. Michael A. McCormick, had one of his toes frozen recently and it was found necessary to amputate it.

Miss Florence Vanderbilt Tremblay and Mr. William A. M. Barden will be married on April 12th at St. Bartholomew's Church, New York.

Mr. and Mrs. Alfred G. Vanderbilt have been entertaining a house party at "Oakland Farm."

Miss Nell, daughter of Colonel and Mrs. Edward M. Nell, is visiting in New York.

### State Federation Conference.

The first annual conference of the Rhode Island State Federation of Women's Clubs (colored) was held at the Union Congregational Church in this city on Monday afternoon and evening. There was a good attendance, many representatives of the out of town clubs being present. Seven clubs in the federation were represented by delegates, Mrs. Cicely S. Gunner, president, presided over the session.

The following resolutions were reported by a committee consisting of Mrs. Henry N. Jeter of this city, Mrs. Robert Bailey and Mrs. Hattie Taylor of Providence, and were unanimously adopted:

"Resolved, That we, the members of the Rhode Island Federation of Women's Clubs, do on this day, February 22, 1904, while assembled in this sanctuary dedicated to God, express our utmost contempt against all felonious crimes perpetrated upon our people, who as a race are law-abiding citizens, notwithstanding many have been unmercifully dealt with by selfish mobs, especially in the South, where many have been killed by hanging from trees, burning at stakes, shot with bullets, beaten with telephone wires and in other ways devised by Satan.

"Resolved, That we shall speak against agencies that are being used to bring about stronger prejudice, between the white and colored people of the North. In New England, where monuments are erected to the memory of black heroes who fought, bled and died that liberty might be established and the Union preserved, making it possible for the mother today to tell the children around the hearth-stove how bravely the heroes held aloft Old Glory lest her streamers should trail to the ground; here his selfish lawlessness has sent an ambassador to do his bidding, the most recent one being one 'Bishop' Brown, who vindictively lynched and base insulted not only on our men and women but our children.

"Resolved, That while previous condition and color may be reasons why our people are so unkindly dealt with, there is a greater one; 40 years has wrought wonderful changes; the less than three millions of bondsmen, penniless and apparently helpless, notwithstanding the mighty barriers placed over in the way of hinder progress, have grown to more than ten millions, having as a result a hunger for knowledge; thousands of schools have been sustained, thousands of teachers have labored on the eastern coast of Korea, come forth, and more than a million of children are in attendance at school. As a proof of their love and reverence for God more than \$30,000,000 of church property are theirs."

### The Late B. M. Hammett.

Editor Newport Mercury,

Dear Sir:—The death of B. Mason Hammett, following so closely that of his cousin, George P. Hammett, and of Francis H. Peckham, has brought vividly to mind the time when as a pupil in the "Boys' School Department," was their classmate in the Mill street school home in the year 1847 when Cyrus Bean was the teacher. Among the scholars of that day some are still with us; Thomas Dunn, H. Audley Clarke, Ex-Mayor Franklin, John B. Landers, and others whom I do not at present recall, and some are living away from the place of their birth; but the majority have ended their life work and passed from the scenes of earth. Of this number, I recollect, particularly, Richard Hazard, T. Dunn Hazard, Robert Cotton, Charles H. Langley, James C. Stewart, William E. Bailey, Henry T. Easton and Henry B. Peckham. More than half of a century has passed since those school boy days, yet the memory of our associations as fellow pupils remains fresh and fragrant, and as the years come and go we shall always hold them in pleasant remembrance.

OLD PUPIL.

News was received the past week of the death of Master-at-Arms John J. Doran of Fall River on board the Montague. He enlisted in 1861 on the old New Hampshire and was on the Kearsarge when she was wrecked. He was also in active duty at the cable cutting at Cienfuegos during the Spanish-American war and was given a medal of honor. His record was an excellent one and he was steadily advancing in rank.

Captain Benjamin Briggs of this city was summoned to Providence on Thursday by the serious illness of his niece, Mrs. Julia Hubbard. She rapidly grew worse and died at an early hour Friday morning. Mrs. Hubbard was the wife of Captain James C. Hubbard, of No. 3 Truck of Providence. Her funeral will take place from her home in Providence tomorrow, Sunday.

On Wednesday the President forwarded to the Senate the name of Captain Casper F. Goodrich to be a rear admiral, to fill the vacancy made by the retirement of Rear Admiral Charles S. Cotton. Captain Goodrich at one time was commandant of the Torpedo Station and later president of the Naval War College.

The Young Men's Christian Association Mandolin, Banjo and Guitar Club gave a recital at the Training Station, Wednesday, and each number was thoroughly enjoyed by all present.

### Recent Deaths.

John S. Carr.

Mr. John S. Carr, a native of this city, died at his home in New York on Sunday last after a brief illness from pneumonia. Mr. Carr was born in this city in 1829, but in early manhood removed to New York where he rose to be cashier of the Ohio Life and Trust Company. After the dissolution of that institution he entered the employ of the American Exchange National Bank, and at the time of his death held the position of assistant cashier, a post that he filled with entire satisfaction. His sterling qualities, his unhesitating sense of justice, his quick decision and accurate judgment made him a model bank official.

He was one of the original members of the Twenty-second regiment of New York, and in 1862-63 saw service in the Civil War during the months for which the regiment was enlisted. He was first sergeant of his company and a model officer, and was often urged to accept a commission, but declined. His retirement from the regiment 17 years after his service at the front was honored in general orders, the colonel referring to his record with hearty commendation.

He was one of the original members of the Young Men's Christian Association of Brooklyn and was its first treasurer. He is survived by a brother and two sisters in this city, Rev. Samuel I. Carr, and Misses Sarah C. and Elizabeth Carr.

Funeral services were held from his sisters' residence on Washington street on Thursday and were largely attended. Rev. J. T. Beckley, D. D., officiated. There were many beautiful floral tributes, a number being sent by his friends and associates in New York.

Rev. E. Winchester Donald, of Boston, a warm personal friend of long standing, was expected to officiate but was prevented by illness.

Miss Laura P. Lancaster.

News was received here Sunday last of the sudden death in New York of Miss Laura P. Lancaster, only daughter of Mr. and Mrs. James P. Lancaster, of scarlet fever.

Mr. and Mrs. Lancaster were spending the winter in New York, as they usually do, and their daughter's illness was not even known to their Newport friends.

Miss Lancaster was a particularly bright and attractive young girl and was very popular with her friends. Despite the fact that she was only a girl of seventeen years, she was closely associated with her father in his business and was a great help to him, and her loss is irreparable to him.

The body was brought on from New York and the funeral took place from her parents' residence on Franklin street Tuesday afternoon and was largely attended. Rev. E. H. Porter, D. D., rector of Emmanuel Church, officiated.

The remains rested in a handsome white casket, covered with beautiful floral tributes, sent by relatives and friends of the deceased.

Robinson P. Barker.

Mr. Robinson P. Barker, one of Middletown's oldest residents, died at the home of his daughter, Mrs. Albert K. Sherman, on Clarke street, Tuesday, aged 87 years. Mr. Barker's health had been failing for some time past.

He was a man of sterling character and was kind and open hearted. For some time past he had been making his home with his daughter in this city.

He leaves one son and two daughters, Dr. Christopher F. Barker and Mrs. Albert K. Sherman of Newport and Mrs. John Peckham of Middletown.

The funeral took place from the Central Baptist Church Friday afternoon, Rev. J. T. Beckley, D. D., officiating. The church was well filled with a large attendance of relatives and friends from both Newport and Middletown, who had gathered to pay their last tribute of respect to the deceased.

The committee of the Newport Business Men's Association has been promised by the abutters of the short stretch along Thames street from Commercial wharf to Sayer's wharf, that they will give a six foot strip of their fronts for use in widening Thames street if the expense of moving the buildings back will be borne by others. It is understood that there will be no difficulty in persuading the city council to bear the expense of putting the road bed in proper shape and an attempt will be made to raise the necessary amount by subscription. It is estimated that the amount required will be between \$2500 and \$3000. The distance that will be widened will amount to fifty feet and there will be three or four small buildings to be moved back. It is to be hoped that the people will contribute liberally to this great undertaking.

Mr. John B. Coggeshall has returned from New York.

### The Doucette Case.

The petition for extradition papers for Edward L. Doucette of this city who is in New York but whom the police want to bring back here to answer to charges of perjury, was argued before Governor Garvin on Wednesday. There was able counsel on both sides. Assistant Attorney General Greenough argued in favor of granting the papers. Richard B. Constock represented Doucette and put up a strong argument in favor of his client. There were also other legal advisors present. It was claimed by the counsel for Doucette that this attempt to obtain extradition papers was simply for the purpose of getting him into the state where writs in civil cases could be served, when the criminal case would be dropped. Mr. Greenough was of the opinion that there was sufficient evidence in convict and said that the law department of the state would take up the criminal case on its merits without regard to the civil suits. Governor Garvin reserved his decision as to issuing the papers in order that the case might be further looked into.

### Music Recital.

The Y. M. C. A. Mandolin, Banjo and Guitar Club held its first public recital in the gymnasium of the Y. M. C. A. Thursday evening before an appreciative audience. The program was arranged by Mr. Lewis Good, leader of the club.

The selections were all well rendered and the club deserves much credit for the progress it has made since its organization.

Mr. Augustus Hazard Swanberg a number of songs and was given a hearty reception. Miss Bertha Young rendered several violin solos and songs were sung by the Orpheus quartette.

### Birthday Party.

Mrs. John H. Sweet, Sr., entertained friends at her home on Spring street Thursday evening at a birthday party. Whist was played for several hours and the first prizes were won by Miss Susan T. Crowley and Mr. James R. Crowley, the second prizes by Mrs. Joseph Fogarty and Mrs. John H. Sweet, Jr. The consolations were won by Miss Tessie Hayes and Mr. Joseph Albion.

A supper was served after whist was finished and an hour was spent most sociably.

Mrs. Sweet received a number of very pretty gifts from her friends.

An alarm from box 21 was rung in Friday morning for a fire at the little house on Kilburn court owned by Mrs. Ella L. Peckham and occupied by Mr. John Gladding, Jr. The fire was caused by an overheated stove which communicated with the hangings in the sitting room, and but for the prompt action of Officers Denman and Wilcox the damage would have been considerable. When the department arrived a stream from the chemical extinguished the flames but not until considerable damage had been done to the furnishings of the sitting room. There was no need for the service of the entire department but Officer Denman ordered the box struck because he knew that the four would reach the scene before the emergency company.

Commander Martin E. Hall, U. S. N. (retired), died at the naval hospital at Norfolk of Bright's disease, on Sunday last. The deceased was well known in Newport, having been on duty at the Torpedo Station several times. A widow and four children survive him.

Minneola Council, No. 3, D. of P., held its weekly whist Tuesday evening, with a good attendance. The first prizes were won by Miss Josie Peckham and Mr. Frank M. Stason, and Mrs. Hugh N. Gifford and Mr. Adams were awarded the "consolations."

The casual passerby would hardly recognize Washington square now that that ancient landmark, the old Hartung building, is gone. However it has long been an eyesore and in its place will grow a new and much more handsome structure.

The members of the Builders and Merchants Exchange are advertising their membership by having it painted on the sign-boards which they hang up before any new buildings that they may be erecting.

Mr. Arthur H. Watson, president of the Providence, Fall River and Newport Steamboat Company, has the sympathy of his many friends in the death of his wife which occurred this week.

Mr. Herbert W. Lull has returned from Atlanta where he has been attending the national convention of school superintendents.

One of the contestants in the will of the late Gordon McKay, Mrs. Anna Sherman Peckham, died in Boston this week.

# The Blazed Trail

By STEWART EDWARD WHITE

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[CONTINUED.]

"How do?" replied Thorpe. The Indian without further ceremony threw his pack to the ground, and, squatting on his heels, watched the white man's preparations. When the meal was cooked he coolly produced a knife, selected a clean bit of hemlock bark and helped himself. Then he lit a pipe and gazed keenly about him.

"What you do?" he inquired after a long silence, punctuated by the puffs of tobacco.

"Hunt, trap, fish," replied Thorpe, with equal sententiousness.

"Good," concluded the Indian after a ruminative pause.

That night he slept on the ground. Next day he made a better shelter than



"How do?" greeted the newcomer.

Thorpe's in less than half the time and was off hunting before the sun was an hour high. He was armed with an old fashioned smooth bore muzzle loader, and Thorpe was astonished after he had become better acquainted with his new companion's method to find that he hunted deer with fine bird shot. The Indian never expected to kill or even mortally wound his game, but he would follow for miles the blood drops tailed by his little wounds until the animals in sheer exhaustion allowed him to approach close enough for a dispatching blow. At 2 o'clock he returned with a small buck, tied scientifically together for toting, with the waste parts cut away, but every ounce of stillly retained.

"I show," said the Indian, and he did. Thorpe learned the Indian tann.

The Indian appeared to intend making the birch knoll his permanent headquarters. Thorpe was at first a little suspicious of his new companion, but the man appeared scrupulously honest, was never intrusive and even seemed genuinely desirous of teaching the white little tricks of the woods brought to their perfection by the Indian alone. He ended by liking him. The two rarely spoke. They merely sat near each other and smoked. One evening the Indian suddenly remarked:

"You look 'um tree?"

"What's that?" cried Thorpe, startled.

"You no hunter, no trapper. You look 'um tree for make 'um lumber."

"What makes you think that, Charley?" he asked.

"You good man in woods," replied Injun Charley sententiously. "I tell by way you look at him pine."

Thorpe ruminated.

"Charley," said he, "why are you staying here with me?"

"Big friend," replied the Indian promptly.

"Why are you my friend? What have I ever done for you?"

"You got 'um chief's eye," replied his companion, with simplicity.

Thorpe looked at the Indian again. There seemed to be only one course.

"Yes, I'm a lumberman," he confessed, "and I'm looking for pine. But, Charley, the men up the river must not know what I'm after."

"They got 'um pine," interjected the Indian like a flash.

"Exactly," replied Thorpe, surprised at the other's perspicacity.

"Good!" exclaimed Injun Charley and fell silent.

With this, the longest conversation the two had attempted in their peculiar acquaintance, Thorpe was forced to be content.

Three days later he was intensely thankful the conversation had taken place.

After the noon meal he lay on his blanket under the hemlock shelter, smoking and lazily watching Injun Charley busy over the making of a birch bark canoe.

So idly intent was Thorpe on this piece of construction that he did not notice the approach of two men from the down stream side. They were short, alert men, plodding along with the knee-bent persistence of the wood walker, dressed in broad hats, flannel shirts, coarse trousers tucked in high-leaved "crisiers" and carrying each a bulging mail sack looped by a cord across the shoulders and chest. Both were armed with long slender scapulars.

The first intimation Thorpe received of the presence of these two men was the sound of their voices.

"Hello, Charley!" said one of them.

"Hello," replied the other.

"How do?" inquired the first.

"Good," replied the second.

"What you do?" inquired the first.

"Hunt, trap, fish," replied the second.

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"Are there any here?" In the pool, John, he called to his guide, "bring me my fishing tackle."

In a few moments he was whipping the pool with long, graceful drops of the fly. He played to be adept. At first the Indian's stolid countenance seemed a little doubtful. After a time it cleared.

"Good!" he grunted.

"The other Indian had now finished the erection of a tent and had begun to cook supper over a little sheet-iron camp stove. Thorpe and Charley could smell him.

"You've got quite a pantry," remarked Thorpe.

"Won't you eat with me?" proffered the boy hospitably.

But Thorpe declined.

In the course of the evening the boy approached the older man's camp and, with charming diffidence, asked permission to sit while at their fire.

"It must be good to live in the woods," he said with a sigh, "to do all things for yourself. It's so free."

"I just do love this!" he cried again and again. "Oh, it's great, after all that fuss down there!" And he cried it so fervently that the other men present smiled, but so genuinely that the smile had in it nothing but kindness.

"I came out for a month," said he suddenly, "and I guess I'll stay the rest of it right here. You'll let me go with you sometimes hunting, won't you? I'd like first rate to kill a deer."

"Sure," said Thorpe. "Glad to have you."

"My name is Wallace Carpenter," said the boy, with a sudden unmistakable air of good breeding.

"Well," laughed Thorpe, "two old woods loafers like us haven't got much use for names. Charley here is called Geezout, and mine's nearly as bad, but I guess plain Charley and Harry will do."

## CHAPTER XI

THE young fellow stayed three weeks and was a constant joy to Thorpe. Thorpe liked the boy because he was open hearted, free from affectation, assumptive of no superiority—in short, because he was direct and sincere. Wallace, on his part, adored in Thorpe the free, open air life, the adventurous quality, the quiet, hidden power, the resourcefulness and the self-sufficiency of the pioneer. He did anything at all. He accepted Thorpe for what he thought him to be rather than for what he might think him to be.

Little by little the eager questions of the youth extracted a full statement of the situation. He learned of the timber operations up the river, of their present failures and their probable plans, of the valuable pine lying still unclaimed, of Thorpe's stealthy raid into the enemy's country.

"Why, it's great! It's better than any book I ever read!"

He wanted to know what he could do to help.

"Nothing except keep quiet," replied Thorpe. "You mustn't try to act any different. If the men from up river come by, be just as cordial to them as you can and don't act mysterious and important."

"All right," agreed Wallace, bubbling with excitement. "And then what do you do after you get the timber estimated?"

"I'll go south and try, quietly, to raise some money. That will be difficult because, you see, people don't know me, and I am not in a position to let them look over the timber. Of course it will be merely a question of my judgment. They can go themselves to the land office and pay their money. There won't be any chance of my making way with that. The investors will become possessed of certain 'descriptions' lying in this country, all right enough. The rub is, will they have enough confidence in me and my judgment to believe the timber to be what I represent it?"

"I see," commented Wallace, suddenly grave.

"Harry," said he that evening, with a crisp decision new to his voice, "will you take a little walk with me down by the dam? I want to talk with you."

They strolled to the edge of the bank and stood for a moment looking at the swirling waters.

"I want you to tell me all about logging," began Wallace. "Start from the beginning. Suppose, for instance—what would be your first move?"

They sat side by side on a log, and Thorpe explained. The excitement of war was in it. When he had finished, Wallace drew a deep breath.

"When I am home," said he simply, "I live in a big house on the Lake Shore drive. It is heated by steam and lighted by electricity. I touch a button or turn a screw and at once I am lighted and warmed. At certain hours

meals are served me. I don't know how they are cooked or where the materials come from. Since leaving college I have spent a little time downtown every day, and then I've played golf or tennis or ridden a horse in the park. We do little imitations of the

real thing with blue ribbons tied to them and think we are camping or roughing it. This life of yours is glorious, in vital! It means something in the march of the world."

The young fellow spoke with unexpected swiftness and earnestness. Thorpe looked at him in surprise.

"I know what you are thinking," said the boy, flushing. "You are surprised that I can be in earnest about anything."

Thorpe watched him with sympathetic eyes, but with lips that shut unattractively to say one word.

"I left college at nineteen because my father died," Wallace went on. "I am now just twenty-one. A large estate descended to me, and I have had to cure for his investment all alone. I have one sister; that is all."

"So have I?" cried Thorpe and stopped.

"The estates have not suffered," went on the boy simply. "I have done well with them, but," he cried fiercely, "I hate it! It is petty and mean and worrying and nagging. Now, Harry, I have a proposal to make you. It is this: You need \$30,000 to buy your land. Let me supply it and come in as half partner."

An expression of doubt crossed the land looker's face.

"Oh, please!" cried the boy. "I do want to get in something real. It will be the making of me."

"Now, see here," interposed Thorpe suddenly. "You don't even know my name."

"I know you," replied the boy.

"My name is Harry Thorpe," pursued the other. "My father was Henry Thorpe, an embezzler."

"Harry," replied Wallace soberly, "I am sorry I made you say that. I do not care for your name, except, perhaps, to put it in the articles of partnership, and I have no concern with your ancestry. I tell you, it is a favor to let me in on this deal. I don't know anything about lumbering, but I've got eyes. I can see that big timber standing up thick and tall, and I know people make profits in the business."

Thorpe considered a few moments in silence.

"Wallace," he said gravely at last, "I honestly do think that whoever goes into this deal with me will make money. Of course there's always chances against it, but I am going to do my best."

The man's accustomed aloofness had gone. His eyes flashed, his brow frowned, the muscles of his cheeks contracted under his beard.

Wallace gazed at him with fascinated admiration.

"Then you will?" he asked tremulously.

"Wallace," he replied again, "they'll say that you have been the victim of an adventurer, but the result will prove them wrong. If I weren't perfectly sure of this I wouldn't think of it, for I like you, and I know you want to go into this more out of friendship for me and because your imagination is touched than from any business sense. But I'll accept gladly, and I'll do my best."

"Hokey!" cried the boy, throwing his cap up in the air. "We'll do 'em up in the first round."

## CHAPTER XII

AFTER Wallace left them the two men settled again into their customary ways of life.

Up to the present Thorpe had enjoyed a clear field. Now two men came down from above and established a temporary camp in the woods half a mile below the dam. Thorpe soon satisfied himself that they were picking out a route for the logging road.

The two men, of course, did not bother themselves with the timber to be tramped, but gave their entire attention to that lying farther back. Thorpe was enabled thus to avoid them entirely. He simply transferred his estimating to the forest by the stream. Once he met one of the men, but was fortunately in a country that lent itself to his pose of hunter. The other he did not see at all.

But one day he heard him. The two up river men were following carefully but noisily the bed of a little creek. Thorpe happened to be on the side hill, so he sent himself quietly until they should have moved on down. One of them shouted to the other, who, crashing through a thicket, did not hear.

"Ho-o-o, Dyer!" the first repeated. "Here's that infernal come over here!"

"Yop," assented the other, "coming."

Thorpe recognized the voice instantly as that of Radway's scaler. His hand crisped in a gesture of disgust. The man had always been obnoxious to him.

Two days later he stumbled on their camp. He paused in wonder at what he saw.

The packs lay open, their contents scattered in every direction. The fire had been hastily extinguished with a bucket of water, and a frying pan lay where it had been overturned. If the thing had been possible, Thorpe would have guessed at a hasty and unpremeditated flight.

He was about to withdraw carefully lest he be discovered when he was startled by a touch on his elbow. It was Injun Charley.

"Dey got up river," he said. "I come see what de row."

The Indian examined rapidly the condition of the little camp.

"Dey look for something," said he, making his hand revolve as though rummaging and indicating the packs.

"I think dey see you in de woods," he concluded. "Dey go camp get 'um boss. Boss he gone on river trail two tree hour."

"You're right, Charley," replied Thorpe, who had been drawing his own conclusions. "One of them knows me. They've been looking in their packs for their notebooks with the descriptions of these sections in them. Then they piled out for the loss. If I know anything at all, the boss'll make tracks for Detroit."

"Wot you do?" asked Injun Charley curiously.

"I got to get to Detroit before they do; that's all."

Instantly the Indian became all action.

"You come," he ordered and set out at a rapid pace for camp.

There, with incredible deftness, he packed together about twelve pounds of the jerked venison and a pair of



"Oh, please!" cried the boy.

meals are served me. I don't know how they are cooked or where the materials come from. Since leaving college I have spent a little time downtown every day, and then I've played golf or tennis or ridden a horse in the park. We do little imitations of the

real thing with blue ribbons tied to them and think we are camping or roughing it. This life of yours is glorious, in vital! It means something in the march of the world."

business, thrust Thorpe's waterproof match safe in his pocket and turned eagerly to the young man.

"You come," he repeated.

Thorpe hastily unbuttoned his "descriptions" and wrapped them up. The Indian in silence rearranged the misplaced articles in such a manner as to relieve the camp of its abandoned air.

It was nearly sundown. Without a word the two men struck off into the forest, the Indian in the lead. Their course was southerly, but Thorpe asked no questions. He followed blindly. Soon he found that if he did even that adequately he would have little attention left for anything else. The Indian walked with long, swift strides, his knees always slightly bent, even at the finish of the step, his back hollowed, his shoulders and head thrust forward. His gait had a queer way in it, up and down in a long curve from one rise to the other. After a time Thorpe became fascinated in watching before him this easy, untrailing tope, hour after hour, without the variation of a second's fraction in speed or an inch in length.

At first Thorpe followed him with comparative ease, but at the end of three hours he was compelled to put forth decided efforts to keep pace. His walking was no longer mechanical, but conscious. When it became so a man soon tires. Thorpe resented the inequalities, the stones, the roots, the patches of soft ground which lay in his way. He felt dully that they were not fair. He could negotiate the distance, but anything else was a gratuitous insult.

Then suddenly he gained his second wind. He felt better and stronger and moved freer.

At midnight Injun Charley called a halt. He spread his blanket, leaned on one elbow long enough to eat a strip of dried meat and fell asleep. Thorpe imitated his example. Three hours later the Indian roused his companion, and the two set out again.

From 3 o'clock until 8 they walked continually without a pause, without an instant's breathing spell. Then they rested half an hour, ate a little venison and smoked a pipe.

An hour after noon they repeated the rest. Thorpe rose with a certain physical reluctance. The Indian seemed as fresh as when he started. At sunset they took an hour, then forward again by the dim intermittent light of the moon and stars through the ghostly haunts of forest until Thorpe thought he would drop with weariness, and was mentally incapable of contemplating more than a hundred steps in advance.

"When I get to that square patch of light I'll quit," he would say to himself and struggle painfully the required twenty yards.

"No, I won't quit here," he would continue. "I'll make it that birch. Then I'll lie down and die."

And so on. To the actual physical exhaustion of Thorpe's muscles was added that immense mental weariness, which uncertainty of time and distance subjects on a man. The journey might last a week for all he knew. In the presence of an emergency these men of action but actually not exchanged a dozen words. The Indian led; Thorpe followed.

When the halt was called Thorpe fell into his blanket too weary even to eat. Next morning sharp, shooting pains, like the stab of swords, ran through his groin.

"You come," repeated the Indian, stolid as ever.

Then the sun was an hour high. The travelers suddenly ran into a trail, which as suddenly diverged into a spruce thicket. On the other side of it Thorpe unexpectedly found himself in an extensive clearing dotted with the blackened stumps of pines. Atward the distance he could perceive the wide blue horizon of Lake Michigan. He had crossed the upper peninsula on foot.

"That come by today," said Injun Charley, indicating the tall stacks of a mill. "Him no stop. You nuke him stop take you with him. You get train Mackinac City tonight. Dese men, dey on dat train."

Thorpe calculated rapidly. The enemy would require even with their teams a day to cover the thirty miles to the fishing village of Munising, whence the stage ran each morning to Seney, the present terminus of the South Shore railroad. He, Thorpe, on foot and three hours behind, could never have caught the stage. But from Seney only one train a day was dispatched to connect at Mackinaw City with the Michigan Central, and on that one train, due to leave this very morning, the up river man was just about pulling out. He would arrive at Mackinaw City at 4 o'clock in the afternoon, where he would be forced to wait until 8 in the evening. By catching a boat at the mill to which Injun Charley had led him Thorpe could still make the same train. Thus the start in the race for Detroit's land office would be fair.

"All right," he cried, all his energy returning to him. "Here goes! We'll beat him out yet!"

"You come back?" inquired the Indian, peering with a certain anxiety into his companion's eyes.

"Come back?" cried Thorpe. "You bet your hat!"

"I wait," replied the Indian, and was gone.

Thorpe saw over the headland to the east a dense trail of black smoke. He set off on a stumbling run toward the mill.

[TO BE CONTINUED.]

The editorial management of *Charities* has succeeded in infusing an element of humor into the publication, which will certainly help to attract lay readers to the journal. The last issue contains a pot pourri of excellent jests, the best of which is the following, credited to Life:

"Papa, what is charity?"

"Charity, my son, is giving away what you don't want."

"What is scientific charity?"

"Scientific charity is giving away what you don't want to someone else who does not want it."

"What is organized charity?"

"Organized charity, my son, is giving away something that you don't want to someone who does not want it away to someone who does not want it."—Boston Transcript.

The trouble about people that borrow trouble is they always pay it back.

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cents by mail.

ELY BROTHERS, 54 Warren St., N. Y.

"Josiah," asked Mrs. Chugwater,

holding her finger on the place in the

paper where she had been reading,

"what does 'eke' mean?"

"It means also, in addition, like-

wise," responded Mr. Chugwater.

"Can't you tell from the other words

in the sentence?"

"No, and that doesn't seem to make

it any plainer, either," she said, pro-

ceeding to read: "The lower classes of

Chinese also, in addition, likewise out

a miserable existence." What's the

sense of that, I'd like to know?"—Chi-

cago Tribune.

Footman (at the 'phone)—The house

is burning down, sir.

Master (in his office)—Children safe?

Footman—Yes, sir.

Master—Wife safe?

Footman—Yes, sir.

Master—How about my mother-in-

law?

Footman—That's what I want to

ask you about, sir. She's asleep in

the third story, an' 'Kewin' your re-

gard for her comfort, sir, I won't stir

if I ought to disturb her or not, sir.

Chas. Commercial Tribune.

## A Hero Killed In Ambush

A FORTIETH ANNIVERSARY WAR STORY

March 2, 1864

[Copyright, 1904, by G. L. Kilmer.]

On March 2, 1864, Kilpatrick's famous dash on Richmond with a band of cavalry came to a tragic finish by the death in an ambush of Colonel Ulric Dahlgren.

Although he was only a boy of twenty-two years, Dahlgren undertook the most difficult and dangerous part of the novel raid, which was to swoop down upon the Confederate capital with 4,000 Yankee troopers and attack the city front and rear.

The ultimate object of the raid was to circulate within the enemy's lines a certain stately proclamation of President Lincoln's and to release by force the Federal prisoners at Richmond.

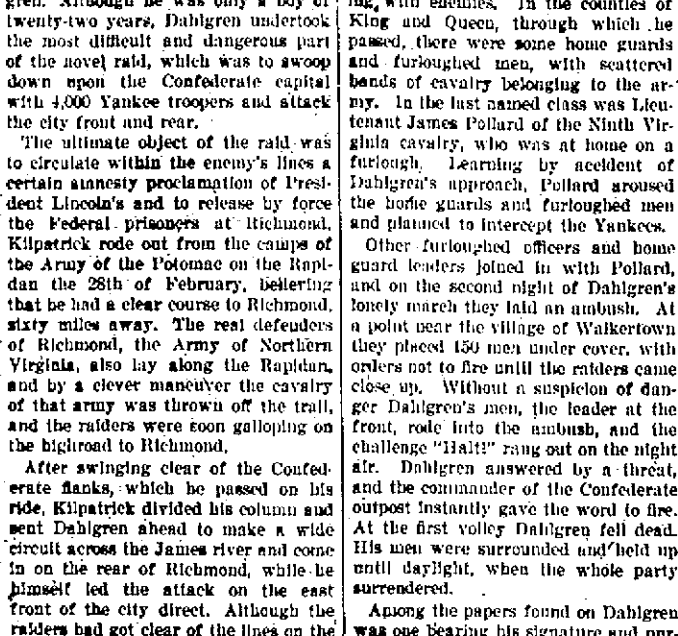
Kilpatrick rode out from the camps of the Army of the Potomac on the Rapidan the 28th of February, believing that he had a clear course to Richmond, sixty miles away. The real defenders of Richmond, the Army of Northern Virginia, also lay along the Rapidan, and by a clever maneuver the cavalry of that army was thrown off the trail, and the raiders were soon galloping on the highroad to Richmond.

After swinging clear of the Confederate flanks, which he passed on his ride, Kilpatrick divided his column and sent Dahlgren ahead to make a wide circuit across the James river and come in on the rear of Richmond, while he himself led the attack on the east front of the city direct. Although the raiders had got clear of the lines on the

around the country through which the riders passed, and Dahlgren, taking, as he did, the back track on Kilpatrick's old course, presumably to baffle any Confederate who might be following Kilpatrick, rushed into a region swarming with enemies. In the counties of King and Queen, through which he passed, there were some home guards and furloughed men, with scattered bands of cavalry belonging to the army. In the last named class was Lieutenant James Pollard of the Ninth Virginia cavalry, who was at home on a furlough. Learning by accident of Dahlgren's approach, Pollard aroused the home guards and furloughed men and planned to intercept the Yankees.

Other furloughed officers and home guard leaders joined in with Pollard, and on the second night of Dahlgren's lonely march they laid an ambush. At a point near the village of Walkertown they placed 150 men under cover, with orders not to fire until the raiders came close up. Without a suspicion of danger Dahlgren's men, the leader at the front, rode into the ambush, and the challenge "Halt!" rang out on the night air. Dahlgren answered by a threat, and the commander of the Confederate outpost instantly gave the word to fire. At the first volley Dahlgren fell dead. His men were surrounded and held up until daylight, when the whole party surrendered.

Among the papers found on Dahlgren was one bearing his signature and por-



COLONEL DAHLGREN IN THE DEADLY AMBUSH.

Rapidan without detection by the Confederates, the movements were soon discovered. Wade Hampton's cavalry division was swung out along the roads leading from Lee's camps on the Rapidan to Richmond, and one of his brigade commanders, General Bradley T. Johnson, telegraphed news of the raid to Richmond and set out in hot chase with a few Maryland troopers, following the whole distance but one day behind Kilpatrick's column.

Although Kilpatrick found the Confederates in Richmond alert, with extra troops at the barricades, he boldly attacked the works, according to his promise to Dahlgren. After lingering all day, March 1, near the city without hearing the sound of Dahlgren's guns in the rear beyond the James river he retired a few miles, intending to renew the attack on the next morning.

That night his own camp was attacked by Bradley Johnson and his troopers, with others of Hampton's squadrons, and he was driven from the position after a plucky battle. Next morning he set out with his full force on a retreat down the peninsula. This removed from the field the heaviest part of the raiding column and left Dahlgren surrounded by enemies.

The work cut out for Colonel Dahlgren in the raiding attack on Richmond was carried forward as far as it depended upon the daring of leader and men. The little detachment was composed of brave troopers, among them five companies of the First Maine cavalry, a most gallant band of horseback fighters. The raiders crossed the North Anna and South Anna rivers, cut the railroad to Richmond in the rear of Lee and, dashing on to James river, destroyed a long section of the canal.

A negro guide who had been secured to lead the way to a ford over James river failed to keep his promise, and, although within five miles of Richmond, the party could do nothing, as it was not in communication with Kilpatrick. The night of March 1, when the force under Kilpatrick was fighting with Johnson, the two bands of raiders were only twelve miles apart. Under cover of night Dahlgren set out to retreat and was on the march when Kilpatrick was fighting Johnson. Dahlgren divided his force and himself took the lead with half his men.

The noise of the daring raid had

porting to be instructions to his men. It read: "We hope to release the prisoners from Belle Isle first, and, having seen them fairly started, we will cross James river into Richmond, destroying the bridges after us and exhorting the released prisoners to destroy and burn the hated city, and do not allow the rebel leader Davis and his cabinet to escape."

Another document not signed declared: "Once in the city, it must be destroyed and Jeff Davis and his cabinet killed. Pioneers will go along with combustible material." General Lee sent photographic copies of the papers to General Meade, his opponent on the Rapidan line, asking if the acts named in them had been authorized by the Federal authorities. The reply was that neither the Federal government nor the army commander nor General Kilpatrick had authorized, sanctioned or approved the burning of the city of Richmond and the killing of Mr. Davis and his cabinet nor any act not required by military necessity and in accordance with the usages of war.

And the fiercest proposal laid bare in Dahlgren's papers was matched on the Confederate side, according to the evidence of "A Rebel War Clerk's Diary." Under date of March 2, 1864, the diary reads: "Last night, when it was supposed that the prisoners of war at Libby might attempt to break out, General Winder, commander of the war prisons, ordered that a large amount of powder be placed under the building with instructions to blow them up if the attempt were made. Seddon, secretary of war, would not give an order for the work to be done, but he said significantly: 'The prisoners must not be allowed to escape under any circumstances,' which was considered sanction enough. Captain — obtained an order for and procured several hundred pounds of gunpowder, which was placed in readiness."

The chief victim of Kilpatrick's raid to Richmond was the son of Admiral John A. Dahlgren. He had served with gallantry and distinction as an artilleryist and staff officer. During the retreat of Lee from Gettysburg he rode at the head of a hundred sabers in pursuit of Jeb Stuart's troopers. In a brush with Stuart at Hagerstown he lost a leg and used crutches on the Richmond raid, which he joined as a volunteer.

GEORGE L. KILMER

## WELL KNOWN MEN OF THE HOUSE

THOUGH a very earnest and solemn statesman, Representative Sero E. Payne of New York is possessed at the same time of the most tantalizing smile that ever

trove an opponent crazy. The chairmanship of the ways and means committee makes him the floor leader of the majority, and when he takes the

floor he assumes a smile that simply goads the Democrats into delirium.

When not smiling, however, Mr. Payne is one of the most solemn looking men in the house, and that recalls a story that the late Thomas B. Reed used to tell.

SERO E. PAYNE. Mr. Payne was attending a large dinner on one occasion when the guests were not well acquainted with each other and the host was unknown to most of his guests.

Mr. Payne sat in solemn form away down the table, and his sedate appearance suggested to the host that he was a clergyman. Looking toward him, the provider of the feast bowed and said, "Will you kindly oblige us by saying grace?" It is said that this is the only occasion when the majority leader's smile failed to come to his rescue. He was plainly flustered, but he didn't say grace.

Representative Joseph Sibley of Pennsylvania has a beautiful summer home on the shore of Lake Champlain, and it is his delight to take his congressional friends there and keep them as long as they will stay.

John Sharp Williams, the minority leader, has enjoyed Sibley's hospitality and never got tired of praising the beauties of the place. On a recent dull day in congress Williams wrote busily for an hour and then walked over to Sibley.

"Joe," he said, "here's some poetry I've written about that place of yours up on Lake Champlain."

"Let's see it," demanded Sibley.

"It's about a pair of lovers sitting on the fence in your park repeating their vows while the moon rises over the lake."

Sibley laughed uproariously. "It can't be done," he gasped.

"Why not?" asked Williams indignantly. "Are the residents of that region so lost to sentiment that such an episode is impossible?"

"It isn't that," Sibley replied between laughs; "but you see, all my fence is made of barbed wire."

In a debate the other day Representative Russell of Texas took a couple of cracks at Colonel Pete Hepburn of Iowa. He told this story about Colonel Hepburn's claim that the great increase of national wealth since 1800 was due to Republican policies: Two Chicago law students were arguing as to who was the greatest lawyer in Illinois.

They went to a member of the bar and put the proposition to him. "Major, who is the greatest lawyer in Illinois?"

"I ain't," said the major. "Well, how will you prove it?"

"Prove it!" shouted the major. "You don't have to prove it. I admit it."

Later in his speech Representative Russell said that had it not been for the statesmanship of a Democratic president there would not have been added to this country more than a million square miles of territory.

"But for the same statesmanship of the Democracy the gentleman from Iowa might be a citizen of the French republic and be known among his compatriots as Guillaume Pierre Hepburn," declared Russell.

"Look here!" shouted Colonel Pete. "Don't you call me out of my name."

Something said in congress the other day reminded Representative Hull of Iowa, chairman of the military affairs committee, of a story about the futility of the weaker trying to overcome the stronger force. Whether he referred to the frequent clashes between the house and senate is a matter of conjecture.

"Out in Iowa," said Mr. Hull, "a hotel keeper was told one day that a seedy looking individual was sitting on the front steps eating crackers and cheese. This did not look like a good advertisement for the house, and the hotel man asked out. 'What are you doing here?' he asked.

"Just eating of a snack."

"Well, I'll give you just one minute to get out."

The stranger rose from his seat slowly. He seemed to unjoin like a telescope until he towered nearly two feet over the hotel man—a huge, muscular giant.

"Well, stranger," said the luncheon,

The old truth is that while a visiting card may have had occasion to keep an engagement book, no home girl ever had so many things going on that she couldn't keep them in her head.

Most dromedaries, according to a menagerie proprietor, are particularly fond of tobacco smoke, and can be made to do almost anything under its influence.

What he you a-goin' to do if I decide to stay here longer than a minute?"

"Oh, in that event," said the hotel keeper, looking up and down the huge proportions of his visitor, "I suppose I'll extend the time a little."

Representative Cyrus Sulloway of New Hampshire, sometimes called "Salvation Cy" for short, is the tallest man in congress. Although sixty-four years old, he insists that he is still growing. Mr. Sulloway declares that on each Christmas day he applies a footrule to his length and that each year shows an increase in his stature.

Last year he measured six feet seven and a half inches and weighed 276 pounds.

Congressman Sam Powers of Massachusetts has a young son of about ten who sometimes goes to the capitol to visit his father. On one of his first trips he ran to the Massachusetts statesman, exclaiming with delight, "Oh, papa, I've just seen a giant—a real giant—just like you read about in the books!" The lad in roaming about the corridors had caught a glimpse of Cy Sulloway.

Formerly Mr. Sulloway was classed as "one of the boys," but ten or twelve years ago he became converted by a Salvation Army lass, Miss Mattie H. Webster, who is now his second wife.

General Grosvenor of Ohio, "Old Fingers" he is sometimes called, has been in congress nearly twenty years and has been fighting pretty much all that time. He is all angles and points, and his entrance into a debate is the signal for the rattling of feathers on the Democratic side. "There is fun in the air when he gets up to speak."

But once off the floor he forgets his pugacity and is a genial companion. The general is fond of a joke and can tell a story with as much grace and wit as any man in congress. He had a rather depressing experience a few days ago, however.

He had just been telling a story, and when he reached the climax he paused expectantly, but nobody laughed. His audience looked at him in a reproachful manner, and the general, with some irritation, briefly explained the point of his joke. Then they laughed, but it was an effort, and Sero Payne said: "Grosvenor, you are deteriorating. Formerly any one could see your jokes after one application."

"Yes," agreed the crestfallen Grosvenor, "and now they have to be sent to a conference committee."

"The man with four J's" is what they call Representative John J. Jenkins of Wisconsin, chairman of the judiciary committee, in Washington. Like many other congressmen, Mr. Jenkins is an adopted son of the United States. He was born in England about sixty years ago, but has been a good American since he was nine years of age, at which time he became a resident of Baraboo, Wis.

During the civil war he served three years with the Sixth Wisconsin volunteer infantry. In 1870 he removed to Chilpeau Falls, his present home, and has been in politics ever since. In 1875 he became a lawyer, and a year later President Grant appointed him United States attorney for the territory of Wyoming. He is serving his fifth term in congress. In his youth Mr. Jenkins received a very limited common school education and for a time was a laborer in the pine woods of Wisconsin.

No civilian in the land knows more about the navy than Congressman George E. Foss of Illinois, chairman of the house committee on naval affairs. The American navy is his hobby. Although only forty years of age, he has been elected in congress five successive terms, and when appointed acting chairman of the naval committee on the resignation of Mr. Boutelle he was by far the youngest man to hold so important a position.

His next youngest fellow chairman being twenty-five years his senior.

The building of probably four-fifths of the present navy was authorized during his leadership of the naval committee, and he has done more than any of his predecessors to equip the service with officers, men and ships and to improve the navy yards. Mr. Foss, at his own expense, went abroad and made an exhaustive study of the navies of the world. He was offered the assistant secretaryship of the navy under John D. Long and has since been mentioned for the place.

His Last Question.

The attorney for the opposition had been bullying the witness for an hour, when he finally asked:

"Is it true that there are traces of insanity in your family?"

"Very likely," answered the witness. "My grandfather, who was studying for the ministry, gave it up to become a lawyer."—New York World.

What Bothered Him.

"Dar's one thing bothers me 'bout de hereafter," said Brother Williams.

"En what's dat?"

"Da thing er livin' on milk en honey."

"Don't you like it?"

"No; it always did gimme de dyspepsia!"—Atlanta Constitution.

## The Wall Street Journal.

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The Many Adventures of

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Including all the merry pictures contained in the two volumes, entitled "Adventures of Foxy Grandpa" and "Further Adventures of

# The Mercury.

Report, E. L.

JOHN F. SANBORN, Editor and Manager.

Saturday, February 27, 1904.

The Delaware peach crop may be still in doubt, but the New England ice crop looks as though it might weather any premature blight.

March comes in next Tuesday and it is devoutly to be hoped that it will bring spring-like weather. Winter has been with us long enough and nobody cares now how soon summer comes.

It comes from Washington that Mr. J. Pierpont Morgan, on the occasion of his visit to Washington for Senator Hanna's funeral, did not call at the White House, as has been stated. He left Washington without seeing the President. We doubt if the President is losing any sleep over the slight.

The Bryan-Hearst combination is causing the regulars in New York much concern. Boss Murphy of Tammany, doesn't know quite what to do with the practical crack. Hearst is playing mischief with the regular organization and the leaders don't dare oppose him. Meanwhile the Republicans look on complacently.

A great noise is being made about the widening of Thames street for a distance of about 200 feet and the public is called upon to contribute to the expense of the undertaking. The widening of Thames street is sorely needed and a small stretch is better than none at all, but when the upper part of the street was widened some years ago the abutters were sufficiently public-spirited to bear the entire expense themselves and they didn't make an undue amount of noise about it either.

News from the seat of war in the Far East has been very meagre during the early part of the week; the only thing reported being the affair at Port Arthur which might seem to be a victory for either side according to the point of view. The early reports of this affair gave it as a Russian victory, claiming that a number of Japanese warships had been sunk in an attempt to enter Port Arthur. When it was learned that the Japs had been trying to blockade the harbor a different aspect appeared.

The adoption of the Panama canal treaty necessitates a number of important steps being taken before all is in readiness to begin on the work of construction. The first actual step is perhaps the ordering of the Third U. S. Infantry to Panama to relieve the marines who have been on duty there for some time. The marine force is needed at present in many different parts of the world, as this branch of the service is available for duty where the men of the regular army could not be used without causing international complications. The United States Marine Corps has within the past few years become well known in widely separated sections of the globe.

Pawtucket has taken a peculiar stand in the matter of constructing a tunnel for the Consolidated road through the hill into the city of Providence. Apparently Pawtucket has a great deal to gain and little to lose by the scheme, as her yards will be relieved of all the through passenger and freight traffic between Providence and Boston, which to the unprejudiced observer would seem to be a benefit. But that city apparently takes the opposite view as the city council recently instructed the city solicitor to appear before the General Assembly and oppose the act. And this is merely because Pawtucket is afraid that she will become a less important railroad city than she is now. Pawtucket has, before this, shown that she is misguided and misled.

## The Presidential Outlook.

There is no longer any uncertainty as to the Republican nominee. The death of Senator Hanna has settled that question. While it can be stated in the most positive terms that Senator Hanna himself never held out a shred of encouragement to his friends on the subject of the nomination, and was at all times absolutely loyal to his intention towards President Roosevelt, nevertheless, while he lived, there was something for the President's enemies to hope for. Now there is nothing. It is the universal opinion in Republican political circles that but one name will be placed before the convention—that of Theodore Roosevelt, and that it will be received with acclamation.

As regards the result of the campaign the only doubt that there is centers in the Democratic nomination. It is conceded even by some of the President's friends that a man of the Cleveland stamp running on a platform of "tariff reform" might, in these unsettled days, achieve election. At all events the campaign would surely be hot and uncertain until the votes were counted. But where is the man? Cleveland has told some of his most intimate friends that under no circumstances would he run again, and the talk that he is a candidate finds no belief on the part of those who really know what is going on. Besides, the one serious phenomenon in Democratic politics just now is the Bryan-Hearst combination, which is the only genuine place of crystallization apparently doing so at present, and nothing is more widely re-

moved from "Clevelandism" than "Bryanism-with-Hearstism." While it seems unlikely that even a Democratic convention could nominate Hearst for anything, it will not do to overlook the fact that he and Bryan have jointly laid hands on quite a large section of the Democratic organization—a good deal more than enough to prevent business being done at St. Louis under the two-thirds rule that they do not approve.

If the Democratic convention is "held up" by Bryan and Hearst, and nominates somebody of a Bryan-Hearst stripe, of course the election is not in much doubt. And this is the expectation of the Republican managers at this time. They look for the nomination of such a candidate on such a platform as will disgust the decent Democrats and make the election of Mr. Roosevelt an easy matter. Between a Democrat of this stripe and President Roosevelt even the high finance would have to support the latter, little as they like him, and the campaign would be— with perhaps a midsummer scare or two—a foregone conclusion.

This condition of affairs is daunting upon some of the President's bluest foes even now. They are beginning to realize that after all the President is not the "unsinkable" man they took him for, and that his policy of enforcing the law against everyone and anyone is the only "safe" policy for the country and for Wall street—even if he is uncontrollable. It has taken a long time for this to permeate the minds of many of the "high finance," and some have still failed to understand the situation. But it is a safe prediction to say that between now and next November all will see it plainly enough.

## General Assembly.

The General Assembly has not been especially busy this week, but some progress has been made on the annual appropriation bill. This bill has been under consideration by the House and minority members have had an opportunity to wax eloquent over its provisions. Nevertheless, the bill was passed practically as reported by the finance committee and has gone to the Senate for consideration by that body. The Senate has had a very quiet time this week holding but short sessions. The appropriation for the Louisiana Purchase Exposition has been reduced from \$35,000 to \$30,000.

A Washington dispatch says: "The matter of the national committee chairmanship is still uncertain. Three names are mentioned here more frequently than others, viz.: Senator Aldrich, ex-Governor Crane of Massachusetts and Theodore Burton of Ohio. The last named is a man who is very highly spoken of by those who know him. The choice of Senator Aldrich has obvious disadvantages. Ex-Governor Crane is not as well known as might be desired. Nevertheless, he is a very strong man in politics."

Postmaster A. C. Landers of this city has instituted suit in the supreme court in Providence against Erving J. Knight, a case of trespass for alleged deceit. The amount of damages asked is \$3000, the claim being that the defendant sold plaintiff 100 shares of stock of the Globe Electric Light and Signal Company which proved to be worthless. There are also other allegations by the plaintiff.

A memorial service for deceased members was held by Newport Council, Knights of Columbus, in Odd Fellows' Hall on Sunday afternoon. The services were largely attended. The list of deceased members of the council includes Dr. Peter F. Curley, John T. Smith, Patrick W. Good and Louis Shanteau.

Simeon Hazard has effected a lease for the sale of the sand and gravel on Patience Island, Narragansett Bay, for the owners, Mary Ward Greene, Katharine Porter Greene and Anna M. Carpenter to Messrs. Edward O. Riggs and Joseph S. Anthony of this city.

A large passenger elevator in the Manufacturers building in Providence dropped from the sixth floor of the building on Thursday and only one of the 13 occupants was seriously injured. The cause of the accident is unknown.

The Japanese seem to think that Port Arthur will be theirs if they keep at it long enough. At any rate they are persistent in their delicate attentions to this port.

Chicago bakers will advance the price of bread to 7 cents a loaf and other bakery goods will be put up proportionately owing to the advance in wheat.

Contractors say that the present outlook for building operations in New York City indicates that the season will be the lightest in several years.

It is more than six years since the battleship Maine was blown up. People will soon cease to remember it.

Mr. William H. Hammett is in New York attending the sportsmen's show at Madison Square Garden.

Mr. T. T. Pittman has distributed a third annual dividend among the employees of the Daily News.

Miss Augusta Hunter has returned from a visit to New York and Pomfret Centre, Conn.

Miss Leona Blair has returned from a two weeks' visit to New York and Brooklyn.

Mr. John Cameron of New York was a visitor here on Washington's Birthday.

## The Administration's Success.

The administration of President Roosevelt has achieved two notable triumphs in the success of his Panama Canal policy and of Secretary Hay's diplomatic move, securing from the great powers of the world an agreement limiting the area of hostilities in the Far East, and guaranteeing the integrity of the Chinese government. But these events have a larger significance than the mere success of an administration. Unless we are greatly mistaken, they will be regarded as among the most important historic events in American annals. The building of the Panama Canal marks a new advance movement of American commerce, and by giving us possession of the isthmus of Panama, gives us command of the commerce of the world. This is true, notwithstanding the fact that the canal will be an open waterway, through which the ships of all countries will be privileged to pass. In our sense it is a gift of the United States to the whole world, but it is one of those gifts which blesses the giver even more than the receiver, and the canal will be an open door to American supremacy in the Pacific.

But Secretary Hay's success with his proposal to maintain the integrity of the Chinese government is even more significant. A few years ago it is probable that such a diplomatic move on the part of the State Department at Washington would have had little standing with the governments of Europe. But now, the action of the United States meets not only with respect, but with assent, and whatever there was of real vitality in the so-called "yellow peril" has been effectively removed by the action of Secretary Hay, for now, no matter whether Japan or Russia wins, the Chinese Empire is to be preserved.

It is a fact of which the American people themselves have not yet come to a full realization, that the United States has reached a point where she holds practically the balance of power between the nations of the earth. By virtue of her magnificent position, of her immense wealth, and her admirable political organization, she practically controls the destinies of the world. This is true not only in a political sense, but also in a financial, and in this fact is the surest guarantee of the continued growth and prosperity of the United States.

## Max Norman's Tax.

(Boston Herald.)

There promises to be a contest in Hamilton over the attempt of the officials of that town to collect the poll and personal tax levied upon Maxwell Norman, a well known member of the Myopia Hunt Club. Several years ago Mr. Norman purchased the picturesque estate of Charles G. Rice on Main street, in that town, and since that time has spent most of the year at his residence there. Two years ago he was assessed on his personal and poll taxes with a valuation, according to the assessors, of something like \$15,000. This year he was assessed for his poll tax, and his personal property was doctored on a valuation of \$25,000.

The town officials claim that they have authority from the commissioners to tax Mr. Norman in Hamilton, and have, accordingly, done so.

Mr. Norman claims to be a resident of Newport, R. I. He is now said to be in Texas, but the officials are watching for his return to Hamilton, and it is said that they have an interesting surprise to present him with when he comes back to Essex county.

## Weather Bulletin.

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WASHINGTON, D. C. Feb. 27.—Last bulletin gave forecasts of disturbance to cross continent February 28 to Mar. 1, warm wave 25 to 29, cool wave 28 to Mar. 3. Next disturbance will reach Pacific coast about Mar. 4, cross west of Rockies by close of 5, great central valleys 6 to 8, eastern states Mar. 9. Warm wave will cross west of Rockies about 4, great central valleys 6, eastern states 8. Cool wave will cross west of Rockies about 7, great central valleys Mar. 9, eastern states 11.

This disturbance will belong to a period of low temperatures. The warm wave will be moderate, preceded and followed by severe cold waves, heavy rains to the great central valleys west of the Mississippi.

Third disturbance of March will reach Pacific coast about 10, cross west of Rockies by close of 11, great central valleys 12 to 14, eastern states 15. Warm wave will cross west of Rockies about 10, great central valleys 12, eastern states 14. Cool wave will cross west of Rockies about 13, great central valleys 15, eastern states 17.

This will be a cold storm. The warm wave will be very moderate while cold waves preceding and following it will go to low temperatures. The great lakes and the Ohio valley will get the worst of this storm, particularly of the two cold waves, but the whole continent will be affected by them.

Ex-Secretary of War Elihu Root says: "Upon the firm foundation of that righteous action, with the willing authority of the lawful owners of the soil, we will dig the Panama Canal, not for selfish reasons, not for greed of gain, but for the world's commerce, benefiting Colombia most of all. We shall not get back the money we spend upon the canal any more than we shall get back the money we have expended to make Cuba a free and independent republic, or the money we have expended to set the people of the Philippines on the path of ordered liberty and competency for self-government. But we shall promote our commerce, we shall unite our Atlantic and Pacific coasts, we shall render incalculable service to mankind, and we shall grow to greatness and honor and in the strength that comes from difficult tasks accomplished and from the exercise of the power that survives in the nature of a great constructive people."

## Washington Matters.

The Political Effect of the Death of Senator Hanna—Preparations for Work in Panama—Business before Congress—Notes.

(From Our Regular Correspondent.)

WASHINGTON, D. C., Feb. 22, 1904. Those who for some months past have been using the name of the late Senator Hanna to conjure with, as a weapon for the discounting of possible defeat of the nomination of President Roosevelt for the Presidency, now declare that the senator's death was "inopportune," which is virtually a confession of their intentions and wishes. It is now known that Senator Hanna was loyal to President Roosevelt, as he was to all of his friends, although he may have doubted the wisdom of some of the President's policies, just as Senator Hoar did not always agree with President McKinley. The death of the great Ohio Senator, so widely lamented, has hushed all opposition to the President, at least within his own party, and he has little to apprehend from Democratic opposition since that party is all at sea for issues, rent by many dissents, with no policy and no candidate. Thus far, out of some forty delegates chosen for the convention at Chicago, thirty-six have been instructed to vote for President Roosevelt. The suggestion that Robert Todd Lincoln may be a candidate for the vice presidency is merely the afterglow of admiration for the great Lincoln. Nor is it at all likely that any member of President Roosevelt's cabinet will be put upon the ticket, notwithstanding it contains such popular men as Hay and Taft.

The past week in Washington has been given up to mourning, with an almost complete cessation of legislation and very little political agitation. As the day draws near for the ratification of the Panama treaty, it becomes evident that it will command a very large majority and cease at once to be a political issue. As soon as the legal machinery can be set in motion preparations for beginning work on the canal will be made. Before men can be sent to the isthmus for hard labor in the trenches it is but humane, and of the highest economic importance, that their health should be protected and conserved. To this end it is proposed to spend a million of dollars to provide the city of Panama with pure water; there must be a drainage system put in operation; hospitals will have to be built, and a code of laws provided for the government of the canal zone.

The statement by Congressman Dalsell in Congress has nothing to do with the appropriation bill and, in some way, may be taken as foreshadowing, some what the policy of those who control affairs in the national halls of legislation. If this Delphic utterance has any meaning it looks as if the service pension bill, eight hour bill, the anti-injunction bill, the parcels-post sentiment, and Senator Foraker's proposition not to restrict trade within "reasonable limits" will be allowed to sleep until after the election. A bill has been introduced requiring the director of the census to co-operate with the states in taking the census of manufactures next year. Senator Gallinger wants the White Mountains of his state (New Hampshire) a great national reservation, and Chairman Hale favors the proposition, for he thinks if the trees are protected they will prevent floods in the Connecticut river. It is proposed to increase the signal corps from 750 to 1,200 men. The reason is so many are required in the Philippines. The agricultural bill for the next fiscal year increases the allowance by \$50,000 each, for the following bureaus: forestry, animal industry, good roads, and experiments in breeding cattle.

Secretary Hitchcock of the interior department has been pushing the investigations regarding the land frauds in western states which have led to the indictment for conspiracy of four real estate operators in San Francisco. The three government clerks, Vaik, Narlan, and Allen, who confessed to receiving bribes for imparting confidential information, are to be exempt from prosecution but will be dismissed. The method of Hyde, Benson and others indicted, was to use the disclosed information, which informed them in advance of where the new forest reservations will be situated. Taking advantage of this, before the land had been withdrawn from the market by means of dummy applicants they secured large tracts of school and unsurveyed lands, at a nominal price, and after the reservation had been withdrawn by the President, they exchanged these lands acre for acre, for other valuable lands within the state. The loss falls principally on the states. As the department now conducts its business with local land offices by telegraph, the door to possible leaks is closed.

There is a rumor that Count Cassati, the Russian Ambassador, may be recalled, the reason given being that he has failed to establish such relations with the Executive as to secure cordial sympathy for Russia in connection with the war in the East. At present the Count has an attack of lumbago. He was unable to attend the funeral of Senator Hanna. All the naval officers in Washington are pleased with the results obtained by the use of torpedoes on the part of the Japanese. "We told you so," they exclaimed with one voice. They also maintain that our warship should be kept in commission all the time. The general staff of the army has vetoed the proposal to promote officers below the rank of general by "selection." In his last message to Congress the President was in favor of such promotion, maintaining that in this way only could the best men be put in the most important places. But the general staff is of the opinion that such a system would create too much discontent among officers who are in line of promotion.

The so-called Machen trial in connection with post office frauds drags its slow length along, and no one can tell when the verdict of "not guilty" will be rendered. What are legally known as "prayers" have been offered in the court, and there appears to have been some need of them. Mr. Justice Pritchard says he has no doubt counsel on both sides will argue the case as long as they have breath. Hereafter he will limit the time for arguments. A decision in the Northern Securities case from the Supreme Court may be expected in a few days.

The Woman Suffrage convention which has been in session in Washington closed its labors on the 17th. It decided to concentrate all energy in the hope of securing a "sixteenth amendment" to the constitution, giving full suffrage to women. Its next annual meeting will be held in Portland, Oregon. Mrs. Roosevelt has opened a museum in the basement corridor of the White House of the china used by the President from Lincoln to Roosevelt. Last has cast a deep shadow over the social side of the capital, and only small dinner parties are given.

Mr. George Allan, formerly of this city, but now of New York, is in town.

## Radicals.

BY E. HOSKIN.

They say that nothing can be known to be poor mortal but labor, to be poor mortal we have seen, and what is it we want to know.

Like Love it seems to radiate, Radiated by an unseen hand, its radiosity in great, And it looks like a strain of mind.

All the scientists stand against it, but the problem will too puzzle them, it leads the wanderers of the past, And some beyond their wildest dreams.

The X-ray it has put to shame, Elect it lights must soon go out, Most surely this is fine flame, Is destined sun and moon to rout.

To tame the elements we rejoice, To work magic problems prove, Great secrets learn through Nature's voice, But Nature conquers the whole globe.

"You are a Republican," says Mr. Bryan to Mr. Cleveland. This bouquet is worth picking up. How much better a compliment sounds than an epithet.

## WEEKLY ALMANAC.

FEBRUARY 1904.	SUN	MOON	High Water	Low Water
27 Sat	8 40	5 40	3 45	4 55
28 Sun	8 38	5 49	3 54	5 07
29 Mon	8 37	5 59	4 02	5 18
1 Tue	8 35	6 01	4 08	5 26
2 Wed	8 34	6 02	4 10	5 34
3 Thurs	8 32	6 03	4 11	5 42
4 Fri	8 31	6 04	4 12	5 50

Full Moon 1st day, 8th. Moon even, evening.  
Last Quarter 15th day, 11th. Moon evening.  
New Moon, 21st day, 11th. Moon morning.  
First Quarter, 24th day, 11th. Moon evening.  
Full Moon, 31st day, 7th. Moon morning.

Luxative Bromo Quinine  
Cures a Cold in One Day, Crip in 2 Days  
E. W. Linn  
Box 23c

## For Sale.

Some Excellent Bargains in Real Estate Paying 8 to 10 per cent.

The property paying annually \$250 for \$2500. Another paying \$50 for \$1000.

OF STATIONERY I HAVE A VERY FULL LINE.

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40 BROADWAY.

A. O'D. TAYLOR,

182 Bellevue Avenue, Newport, R. I.  
Telephone No. 320. Office hours 9 till 6.

Farms For Sale in Middletown.

- (Call or write for further particulars.)
- West Main Road, 30 acres, houses and barns, \$12,000
  - Wright Road, 25 acres, house and barn, 0,000
  - Off Honeyman Hill, 3½ acres, cottage and barn, 1,500
  - Green Lane, 6 acres, superior house and barn, suitable for summer occupancy, 5,000

## Marriages.

At Woodbine cottage, Wyoming, R. I., on Saturday, February 20, 1904, by Rev. Mr. J. M. North, Mr. Abby B. Littlebridge (formerly of this city) and Mr. Geo. D. Matteson, of Uxbridge, R. I.

In New York city, 21st inst., Harry H. Rice, of Newport, to Edith E. (Crosses) Montero of Providence.

At the Second Baptist Church, Providence, Feb. 20, by Rev. Chester Hyde, Alfred Lorenzo Trowbridge and Emma Augusta Anthony, both of this city.

## Deaths.

In this city, 24th inst., at his residence, 57 West Main street, Dennis, son of the late William and Julia Whitely, aged 20 years and 4 months.

In this city, 24th inst., Joseph O. Barker, in his 86th year.

In this city, 24th inst., Robinson P. Barker, of Middletown, aged 87 years and 6 months.

In this city, 24th inst., Christopher E. Gladding, in his 85th year.

In New York city, 24th inst., John S. Carr, in his 75th year.

In Portsmouth, 23rd inst., Ellen E. wife of Michael J. Murphy.

In Providence, 24th inst., Catherine T. widow of James Barker, aged 81; 24th inst., John W. Barnes of Narragansett, aged 78; 24th inst., Nancy, widow of John Hacking, aged 80; 24th inst., Alexander W. Edger, aged 79; 24th inst., Amelia Sprague, widow of Oscar Richardson, aged 74; 24th inst., Annie P. S., wife of Arthur H. Watson, aged 61.

In New York, 24th inst., Laura P., daughter of James P. Lancaster, aged 17 years.

## For Sale.

A small farm suitable for raising poultry, etc., about one mile from city limits. There is Collage House, large barn and several outbuildings; about ½ acre of land. Price reasonable.

For further particulars apply to

C. H. Wrightington,

Office 91 BROADWAY, Newport, R. I.

Telephone 924.

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LITTLE LIVER PILLS.

CURE

SICK

HEAD

ACHE

Rich headsache and relieve all the troubles connected with a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, etc. While their most remarkable success has been shown in curing

Rich headsache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint while they also correct all disorders of the bowels, stimulate the liver and regulate the bowels. Even if they only cured

As they would be almost useless to those who suffer from this distressing complaint, but fortunately their goodness does not extend here, and those who suffer from it will find these little pills valuable in many ways that they will not be willing to do without them. But after all sick

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## Middleton.

The Colonial Tea given by Aquidneck Grange Thursday evening proved a most decided success. The town hall was attractively decorated in hoopings of red and white and with American flags; small and large flags draping a portrait of George Washington at the head of the hall. The programme, given during the lecture's hour, comprised readings and music. Mr. Frank Peckham giving several selections upon the corner and many unusual songs belonging to the Grange. A cold meat supper was served, the guests being seated at three long tables which were attractively decorated by high candles in silver candlesticks and by small flags which were stacked (like rifles) at short intervals down the tables. Dancing was indulged in until a late hour, the numbers comprising a Virginia Reel in which the married ladies were to select partners, and a two step in which the unmarried ladies were allowed a choice of partners. The ladies' costumes included those of "colonial days" with powdered hair, the "empire" gown and those that were purely "old fashioned"—and they were the occasion of the gentlemen appearing in costume owing to the non-appearance of their suits which were delayed in reaching them on time. There was a large gathering present.

Services will be held each Friday evening through Lent at the Berkeley Memorial Chapel at 7:30.

The town was visited by a veritable deluge Monday. The torrent rushing along in the road gutters was heavier than they could carry and the overflowing water gutted and gullied the roads, leaving them in bad shape. When the water subsided heaps of crushed stone were seen in the gutters where they had been washed from the new roads completed last fall.

"The Saint Columba's" held their first practice game of basketball at the gymnasium, corner Paradise and Green End avenues, Monday evening. Hereafter the meetings will be held weekly on Wednesday evenings at 7 o'clock.

Mr. and Mrs. Elisha Robert Grinnell are receiving congratulations on the birth of a son on the 23d instant.

## Real Estate Sales and Rentals

Simeon Hazard has released for Messrs. F. S. & S. P. Barker to John A. Austin the property he now occupies on Paradise Road, Midd



## OPERATIONS OF JAPANESE

Reported to Have Landed on  
Russian Territory

### VLADIVOSTOK IN DANGER

**Secrecy Regarding Japanese Operations of War Causes Amusement—Togo's Efforts to Bottle Up Russian Fleet at Port Arthur by Sinking Stone Laden Hulks Was a Brilliant Piece of Naval Work, Although His Point Was Not Gained**

London, Feb. 26.—A dispatch from Yiu Kow says that native reports that the Japanese have landed at Posselt Bay and subsequently undertook operations against Hunchun and towards Kirin have received qualified confirmation from English missionary refugees who have arrived at New Chwang.

These people say the Russo-Chinese bank has removed from Kirin to Kwang Cheng Tai, where commercial interests are seeking safety and defense.

This reported advance has produced consternation among the European civilians residing in the line of march. It is reported also that the Russian government bureau at Vladivostok has withdrawn to Khabarovsk.

Posselt Bay is in Russian Manchuria, about 70 miles southwest of Vladivostok. Hunchun is on the left bank of the Yumen river and about 40 miles to the west of Posselt Bay. Kirin is a big Manchurian town, and lies about 220 miles inland and to the west of Posselt Bay. Kwang Cheng Tai is about 80 miles west of Kirin. Khabarovsk is about 400 miles to the north of Vladivostok, with which port it is connected by a railroad.

War correspondents and Europeans in Japan, commenting in amazement upon the success of Japanese officials in preserving secrecy regarding all the operations of war, declare this conspiracy of silence is not only confined to government and service circles, but that it extends to every section of the community. All classes of people are submitting with marvellous patience to being deprived of news, which they recognize as imperative to the success of the national cause. It is undoubtedly in pursuance of this policy that no Japanese account of the Port Arthur attacks has yet been published and none is expected until Admiral Togo has completed his designs there.

In the meantime, if the report from Yiu Kow of a Japanese landing near Vladivostok should prove correct, a most important and new development in the Japanese operations will have been revealed, as it points to an attack on Vladivostok, from which Posselt Bay is only a little over 70 miles distant.

The report that the railroad has been cut between Harbin and Vladivostok may possibly be connected with these operations, but no more reliable information is forthcoming this report must be received with reserve. It has already been reported from Tokyo that certain Russian forces were concentrating at Posselt Bay.

No further news of an attack at Port Arthur after the engagement in which the Japanese attempted to sink vessels in such a manner as to block the harbor entrance has reached London. Almost all the English newspapers, in discussing Viceroy Alexieff's reports, incline to the belief that Admiral Togo succeeded in so far as to make the channel impassable for large battleships, even if it is still free to smaller craft, and presume that the reported second attack, if it did occur, was devoted to an attempt to sink further obstacles to navigation.

Although Admiral Togo's attempt to block the narrow entrance to the inner harbor of Port Arthur apparently failed, as did that of Admiral Sampson at Santiago, it yet was a brilliant piece of naval work. It appears that the Japanese tried to bottle up the Russian fleet in the inner harbor of Port Arthur by sinking old stone-laden hulks in the entrance. The Russians seem to have been on the alert this time and the disabled Retzian, with the aid of the shore batteries, succeeded in sinking four of these old steamers before they reached their destination. And the Japanese succeeded in placing these obstructions in the channel they would have tied up the Russian fleet and secured a temporary release of a great part of their blockading fleet which then could have been used to convey transports to any destination decided upon.

Eventually, however, by the aid of dynamite and wrecking apparatus the Russians could have cleared the harbor mouth. This, of course, was known to the Japanese, so it is a fair inference that Japan has an army ready to land on the Liao Tung or Koryu peninsula or both and sought to make sure its safety while on transports. In the Chinese-Japanese war the advance guard of a Japanese army landed on the Elliott Islands, about 80 miles northeast of Port Arthur. The main army, which finally attacked and took Port Arthur landed directly on the mainland at the mouth of the Huangnan river east of Pitzuwa, the escorting fleet operating from the Elliott Islands as a base.

Japan already has seized the Elliott group, and probably has an observation corps there. It may even be a force strong enough to hold any weak point that can be found on the railroad between Port Arthur and Harbin. Standing on the defensive, as Russia for the time being is compelled to do, her forces necessarily are scattered, but the dan-

ger of Japan's attempting to seize the railroad has undoubtedly been discussed and precautions taken.

It probably will be found that Russia is in a position to resist with vigor any move to break her communications. She has posted strong forces along the road between New Chwang and Liao Yang, which is midway to Mukden. These will protect the line from any attack from the seaward, and in the event of formidable operations can combine to form the nucleus of a greater force to lay astride the road for the protection of Mukden and Harbin.

### "Help Russia or Be Killed"

Kiu Kow, Feb. 25.—Viceroy Alexieff has caused a proclamation to be issued throughout Manchuria notifying the Chinese that Russia is at war with Japan on account of Japan's treacherous attack on the Russian fleet. This proclamation warns the inhabitants that they must prevent the encroachment of Chinese on Russian territory. It says if they make any attempt to show hatred towards the Russians they will be exterminated without mercy. This is considered by many officials an intimidation to compel natives to "help the czar or be killed" on various pretexts.

### Russian Faith in an Image

Moscow, Feb. 26.—The most sacred image in Russia has been sent to St. Petersburg, and it will be taken later to the far east with the army. This image is a representation of the Virgin appearing to St. Sergius and is always kept at the Troitske monastery. It is about one foot square and is covered with precious stones. The image accompanied Alexieff, Peter the Great and Alexander I on all their campaigns.

### Russians Slew Refugees

Peking, Feb. 26.—Private advices received here from New Chwang confirm the reports of the ill-treatment of Japanese refugees at the hands of the Russians while they were journeying through Manchuria, and declare, moreover, that some of the refugees were without doubt cruelly murdered. The Russian soldiers at New Chwang are so unscrupulous that that place is unfit for European women.

### Bad Weather For Soldiers

Tokio, Feb. 26.—Storms are interfering with naval operations. The Yellow sea is being swept by gales, heavy snow is falling and the weather is bitterly cold. The forces of Japanese are going to the front splendidly equipped to withstand the cold, but despite their preparations both sides will suffer much during the next 60 days.

### Reported Massacre by Russians

London, Feb. 26.—The Tien Tsin correspondent of The Standard sends a report from a native source that the Russians have burned a large village near the Sungari river and massacred the inhabitants, including the women, in revenge for an attempt to wreck the Sungari bridge.

### Canal Treaty Complete

Washington, Feb. 26.—President Roosevelt has signed the ratifications to be exchanged between the United States and the republic of Panama on the isthmian canal treaty. The exchanges will be made between Secretary Hay, acting for the United States, and Mr. Bunau-Villars, minister of Panama. The president himself does not sign a treaty. Subsequently a proclamation will be issued by the president announcing the conclusion of the convention and putting it into effect.

### Alleged Forging of Certificate

Salem, Mass., Feb. 22.—Arthur G. Pelletier, 33 years old, of this city, is charged with forging a certificate purporting to be from the clerk of the courts of this (Essex) county recommending his admission to the bar of Maine. Pelletier was unable to furnish bail and was locked up to await a hearing.

### Reformatory For Book Thief

Boston, Feb. 24.—Frederick H. Bates of Hyde Park, who was charged with the larceny of books from the Boston public library, Brown university library and other libraries, to the value of \$2500, and who pleaded guilty to an indictment, has been committed to the Massachusetts reformatory.

### Rabbit Hunting Fatality

Calais, Me., Feb. 22.—Charles Barter, 17 years old, was accidentally shot and killed by his brother, Henry, while hunting rabbits at Princeton. The bullet entered Charles' back, passing through his heart and causing death instantaneously. Both boys belonged here.

### Cockran Elected to Congress

New York, Feb. 24.—W. Bourke Cockran was elected a member of congress at the special election held in the Twelfth congressional district, to fill the place made vacant by the resignation of Mayor McClellan. The Republicans had no nominee.

### Boston's School Enrollment

Boston, Feb. 25.—The report of the Boston school committee shows that there are 98,487 pupils in the city's public schools. In the evening schools the pupils number 6249.

### Comedian Gibson a Suicide

New York, Feb. 25.—Harry Gibson, a veteran Irish comedian, committed suicide here by stabbing in the heart with a penknife. He was despondent over continued illness.

### Half a Century a Railroadman

Boston, Feb. 25.—General Manager Barnes of the New York Central and Hudson River railroad system has handed in his resignation, to take effect March 1. Barnes entered the railroad service in 1855. He will retain his desk at the South station and will continue in a semi-official position. He will also retain his membership in the directors.

### The Latest in Unionism

Shenoi City, Ia., Feb. 24.—Rev. F. M. Shew, a Presbyterian clergyman, has formally proposed to the Sioux City Ministerial association that the ministers of the city form a labor union to bring the ministers closer to the laboring man. The plan is meeting with much favor among the ministers.

## JAPS' DIPLOMACY

Is Given the Right to Operate  
In the Hermit Kingdom

### NEW TREATY WITH KOREA

**Empire's Independence and Integrity Is Guaranteed, In Return For Which Japan Will Assume Control of Defenses**

Washington, Feb. 25.—Russia will ignore Japan's newly negotiated treaty with Korea, guaranteeing the independence and integrity of the hermit kingdom, and has so informed the United States. Japan, it may be stated, assumes practically the same attitude of indifference towards Russia's protest to the powers, which, on high authority, it is declared, will be ignored by the Tokyo government.

In diplomatic circles Secretary Hay's announcement of the negotiation of the Japanese-Korean treaty created a sensation. While the treaty, it is stated, opens up possibilities for new international complications in the far eastern war, the diplomatic corps here express the firm belief that there is no ground for apprehension at present that the war will extend beyond the two belligerents and Korea.

It will not surprise diplomats conversant with Japan's plans to see an early announcement from Tokyo declaring that practically all Korean ports will be opened eventually to the commerce of the world.

No details of the new Japanese-Korean treaty have been announced at the state department, which confines itself for the present to the brief announcement of the treaty's conclusion. It is known, however, that Korea gives Japan extensive military rights and the officials here regard the negotiation of the treaty as a declaration by Japan of her protectorate over the hermit kingdom, and a move which has long been expected. It is supposed that Japan is given the right to fortify Korea in any way she wishes and practically assume control of all Korea's defenses. This declaration of a protectorate of Korea by Japan of course removes Korea from the rank of neutral powers and makes the hermit kingdom as legitimate a field for military operations as Japan itself.

Although Count Cassini had not received formal news of the treaty's conclusion, he was informed of it by Mr. Hay. Russia, it is believed, will not abandon her contention for the independence of Korea and will refuse to recognize Japan's right to establish a protectorate as provided for in the treaty. The Russian ambassador, in his conversation with Secretary Hay, pointed out that Japan's declaration had come too late to be observed by Russia, as the St. Petersburg government already had announced that Japan's conduct in Korea had been such that it would be impossible for Russia further to regard as valid any orders or declarations issued by Korea.

Mr. Takahira, the Japanese minister, declared that the information given him by newspaper men was the first he had received. The minister said he was not aware of any such treaty and intimated that perhaps reference was had to an old treaty between Japan and Korea.

Secretary Hay, as soon as the minister saw him, played the substance of Mr. Allen's cablegram at his disposal and will inform the minister of any further details on the subject which the department may receive.

### Explanation Called For

Washington, Feb. 25.—The navy department has called on Commander Marshall, commanding the gunboat Vicksburg at Chemulpo, Korea, for a full report regarding the attack of the Japanese fleet on that port on Feb. 8 and of the subsequent incidents. The report that Commander Marshall refused to rescue Russian sailors from the sinking ship Yaring is discredited, but an official version of the affair is desired by the government.

### Five Lives Lost In Cavein

Butte, Mont., Feb. 26.—Five miners were killed by a cave-in of earth and rock at the Minnie Healy mine. The accident occurred on the sixth floor of the 1000-foot level. Foreman Kane was informed that the ground in that place was in danger of falling. He withdrew all the miners who were working there. Shift Boss Haggerty took four men into the place to strengthen the weak spots. Just how the fall came will never be known, as not one of the five escaped.

### Butcher's May Have Big Strike

Louisville, Feb. 26.—The strike of 200 butchers employed by the Louisville Packing company over a wage difference has reached an acute stage and if the demands are not acceded to every butcher employed by the Cudahy interests in all parts of the United States may be called out.

### Korea Withdraws From Fair

St. Louis, Feb. 25.—Korea has withdrawn from participation in the Louisiana Purchase exposition and has officially notified the management of the exposition to that effect. Official notification was received on Feb. 11, but not made public until last night.

### No Union Label on Ballots

Chicago, Feb. 21.—Under a decision of the board of election commissioners of Cook county primary election ballots marked with the union label, or any other device will hereafter, if cast, be treated as void and not counted.

James H. Barker, 36 years old, president and cashier of the Bank of St. Louis, Mo., has been indicted in Indianapolis. His liabilities are placed at \$100,000.

Charles E. Beecher, professor of paleontology at Yale university, and a member of the governing board of the Sheffield Scientific school, died suddenly at New Haven from heart disease. He was born in Ipswich, N. Y., in 1858.

## TWO SETS OF OFFICERS

Courts Will Have to Unriddle  
A O U W Row in Hay State

Boston, Feb. 26.—The courts, which already have been invoked in connection with the controversy between the Massachusetts lodge, A. O. U. W., and the supreme lodge of the order, will be called upon to settle the question who are the legal officers. Members of the order, who in Massachusetts number about 11,000 persons, are making inquiries as to their position with reference to the grand lodge, in view of the split which occurred on Wednesday over the question of the jurisdiction of the supreme lodge.

As a result of the proceedings there are two sets of officers, one elected by the Massachusetts grand lodge in convention, but refused recognition by the supreme body, and the other chosen by a faction which, under direction of the supreme officers, withdrew from the convention. The latter have been officially recognized by the supreme master workman.

The convention officers, however, claim to have been legally elected by the Massachusetts grand lodge. In view of these conflicting claims it is the prevailing opinion among members of the order in this city that the courts which already have been petitioned to compel the Massachusetts lodge to pay assessments to the supreme lodge, will be asked to decide who are its legal officers.

### More Trolley Rights Acquired

Hartford, Feb. 26.—The sale of the franchise of the Windsor Locks and Rainbow Street Railway company to the Boston syndicate of Tucker, Anthony & Co. extends still further the hold which Boston financial interests are getting on the Connecticut trolley situation and the result in the early completion of a through electric railroad between Hartford and Springfield on the west side of the Connecticut river. The same parties, which have bought the charter already own the Hartford and Springfield Street Railway company, which operates an interurban line on the east side of the Connecticut river.

### Two Men Badly Scalded

Manchester, N. H., Feb. 26.—Two men were seriously injured and 500 persons were thrown temporarily out of employment by the explosion of a throttle valve in the boiler house of the West Side shoe factory here. Marshall Angier and George D. Woodbury were scalded about the face, neck, arms and hands. Angier's condition is critical. The factory is idle because of the injury to the machinery.

### Steeplechasing Is Dangerous

Boston, Feb. 26.—The supreme court handed down a decision in which it held that an insurance company had the right to cancel an accident insurance policy held by Harry W. Smith of Canton, because the insured was accustomed to participate in steeplechasing. The supreme court found the participation in steeplechasing to be "voluntary exposure to unnecessary danger" with in the meaning of the plaintiff's policy.

### Failure of Worstest Company

Clinton, Mass., Feb. 25.—The Clinton Worstest company has made an assignment. The schedule of assets and liabilities has not been completed, but the failure is said to be the largest in the history of the town. The concern employed 250 hands and did an annual business of \$350,000. William and John Rogers, brothers, were the sole owners of the business.

### \$10,000 For Car Accident

Boston, Feb. 24.—Ten thousand dollars was awarded Susie McKene, and her father, John McKene, was given \$1375 by a jury in the superior court, Judge Stevens presiding. Miss McKene had sued the Boston and Northern railway for injuries received by her in consequence of the jumping of a car in which she was riding.

### Seeking Sympathetic Strike

New Bedford, Mass., Feb. 26.—The latest move in the Dartmouth mill strike is to induce the other operatives to strike in sympathy with the weavers. The strikers claim they have already induced all the twisters to quit work, and that their next move will be to get out all the fixers, slasher pieces and changers-over.

### Maine Workmen Prospering

Waterville, Me., Feb. 26.—The report of Grand Recorder Andrews before the grand lodge, A. O. U. W., showed a total membership of 7424. The total receipts were \$201,093. The disbursements \$184,904 and the balance on hand \$16,189. There have been 91 deaths during the year. The convention was a harmonious one.

### Big Drop of Thirteen Men

Providence, Feb. 26.—An elevator carrying 13 men dropped five stories in the Manufacturers' building last night. Frank L. Prince sustained a fractured ankle, but the other passengers escaped with nothing more serious than bruises. Some part of the elevator apparatus, not yet determined, gave way.

### Forty Miles of Ice

Highland Light, Mass., Feb. 25.—The two months' accumulation of ice on the eastern side of Cape Cod bay now extends 40 miles along shore with a width of from three to seven miles and in some places more than 12 feet thick. No such extent of ice has been seen in Cape Cod bay for nearly 30 years.

Rev. Dr. Edgar H. Pratt, a prominent clergyman of the Congregational denomination, died at his home at Malden, Mass., aged 61.

David W. Russell, for 25 years principal of a Providence school and an authority on arboriculture, who has much to do with the establishment of Arbor day in Rhode Island, died at Hopkinton, Mass., aged 73.

John Lyman D. Browder, a lawyer of national reputation, was found dead at his home at Danbury, Conn. He was born at Salisbury, Conn., in 1832. By the terms of the will of Henry S. Barnes the Harvard Avenue Congregational church of Medford, Mass., will receive the bulk of an estate valued at more than \$20,000.

## Old Colony Street Railway Co

(ILLUMINATING DEPT.)

Electric Lighting. Electric Power.

Residences and Stores Furnished with

Electricity at lowest rates.

Electric Supplies. Fixtures and Shades.

449 to 455 THAMES STREET, NEWPORT, R. I.

## CLEARANCE SALE

..OF..

MILLINERY

...AT...

SCHREIER'S

143 Thames St.

ALL OUR TRIMMED HATS AT HALF COST

BARGAINS IN MILLINERY TRIMMINGS.

SALE NOW ON. Call and Secure good Bargains.

AT SCHREIER'S LEADING MILLINERY HOUSE

PURE CALIFORNIA HONEY,

Hecker's Buckwheat,

AUNT JEMIMA'S PANCAKE FLOUR,

Karo Corn Syrup.

If you are satisfied with the Coffee you are using don't try our

LAKE'S CORNER BRAND.

S. S. THOMPSON,

174 to 176 BROADWAY.

## Special Announcement.

We beg to announce that through an arrangement with the wholesale houses, we are in a position to give our customers better value for their money than ever before. Purchasers will do well to call and see our large stock before purchasing anything in the housefurnishing line.

Yours respectfully,

W. C. COZZENS & CO.,

138 Thames Street.

WINDOW SHADES,

CARPETS,

OIL CLOTHS.

WALL PAPERS,

MATTINGS,

DISCHARGED A CARGO OF

Pittston W. A. Stove and Egg.

BRIGHT AND CLEAN.

A Splendid Coal for Winter Use.

This Pittston Coal is highly recommended by our customers as giving satisfaction everywhere. Try a ton and be convinced.

The Gardiner B. Reynolds Co.,

OPPOSITE POST OFFICE.

Telephone No. 222-2 and 222-3.

CITY OF NEWPORT.

POLICE DEPARTMENT,  
Newport, R. I., Jan. 7, 1904.

Sledding Notice.

IN COMPLIANCE with the provisions of Section 10, of Chapter 12, of the City Ordinances the following named streets are hereby designated as sledding places for

SINGLE SLEDS ONLY:

Sanford Street, North Baptist Street, Sherman Street, Mary Street, Prospect Hill Street, Barney Street, Extension Street, Washington Square (north side).

DOUBLE SLEDS

may be used on Mann Avenue, Everett Street, Catherine Street (east end of R. I. Ave.), Old Beach Road (east end of R. I. Ave.), Fifth Road (east end of R. I. Ave.), Narragansett Avenue (west of Spring Street), but not elsewhere.

By order of

J. B. RICHARDS,  
Chief of Police.

1-46

NOTICE.

UNTIL APRIL,

Our Hardware Store

WILL BE CLOSED

Every evening at six o'clock,

excepting Saturday.

ALEX. N. BARKER,

201 Thames Street.

LODGE ROOMS

OR

SOCIETY ROOMS

TO LET IN THEM

MERCURY BUILDING, 132 and 134

HANDSOME LARGE HALL, well furnished for lodge purposes with other two or three ante-rooms as may be desired.

CANE SEAT

Chairs Reseated.

JOHN PENGELLAY,

1 ELM STREET, NEWPORT, R. I.

THE NEWPORT SEABURY CO.

NOTICE.

I have removed my BOOTS AND SHOES

DEPARTMENT and residence to 214 Thames Street.

E. W. FRANK.

214 Thames Street,

NEWPORT, R. I.

BOOTS & SHOES,

214 Thames Street,

NEWPORT, R. I.

NOTICE.

## STEAMBOATING IN THE BAY

Interesting History of the Early Efforts to Operate Steamboat Lines in the e Water—Fulton and Early Steamboats—Schuyler's Steamboat Line—Incidents and Recollections—The March of Events.

(From Providence Bulletin, April 25, 1877.)

## FIRST LINE TO NEW YORK.

It is not probable that the packetmen took a very active part in this jubilation. But their time was not yet. The Fulton sailed away, and no more steamboats came until the 6th of June, 1822, when the Connecticut, Capt. Bunker, arrived from New York. The circumstances which brought the Connecticut to Providence are of interest.

The Legislature of New York had granted great privileges to the Livingston and Fulton Steam Navigation Company. No steam vessel could navigate New York Bay, the North River, Long Island Sound, or any of the lakes and rivers of the State of New York without their license. Thereupon the Connecticut Legislature enacted that no vessel bearing such a license should enter any waters within that State. The Connecticut at this time was running between New York and New Haven. She was in opposition to the influence of the packet owners that the Legislature of Connecticut passed its prohibitory law. The Fulton, running between New York and New London, and the Connecticut were thus driven from Connecticut ports.

The Journal, of June 8, 1822, quotes from the New York Mercantile Advertiser the announcement that steam communication between New York and New Haven had ceased, and that the Fulton and Connecticut had sailed for some point in Rhode Island. June 8th, the arrival of the Connecticut for the first time was announced in the "mariner's news" and nowhere else. July 12, the Fulton, Capt. Law, arrived from Pawtucket, although why from that uncommercial locality deponent saith not.

On the 12th of July, 1822, the "Rhode Island and New York Steamboat Company" was organized, and the steamers Connecticut, Capt. Elisha B. Bunker, and Fulton, Capt. Richard Law, began making regular trips between Providence and New York, touching at Newport each way. The fare between Providence and New York was \$10, and between Newport and New York \$8. The first advertisement of the company appears under the cut of a man-of-war, with port holes open and every sail set. In the course of a few weeks, however, a steamboat cut, as ugly as they are now, was procured, and then the advertisement consistently announced that:

From New York a boat will depart on Wednesday and Saturday at 4 o'clock p. m., and

From Providence a boat will depart on Wednesday and Saturday at 6 o'clock p. m.

The Fulton and Connecticut continued to make weekly trips through the season, and thus began steamboat trade between Providence and New York. The log of the first trip of the Connecticut may not be uninteresting. It is in substance as follows: Left New York on the 4th at 4 p. m.; was detained at Sands Point 3 hours by easterly winds; on the 6th she continued her voyage and arrived off Fisher's Island at 8 p. m.; lay to 3 hours; doubled Point Judith at 2 a. m.; touched at Newport and arrived at Providence at 8 a. m., on the morning of the 6th of July.

During the fall of 1822, the amount of travel and rate of speed, the time being between New York and Newport, were as follows: Sept. 18, Fulton—27 hours from New York, 40 passengers; Oct. 4, Connecticut—62 hours, 40 passengers; Oct. 6, Fulton—24 hours, 20 passengers; Oct. 10, Connecticut—15 hours, 35 passengers.

The Fulton withdrew Nov. 10, for the winter, and the Connecticut continued the line, making one trip per week until navigation was closed by the ice. The following announcement reads quite enough now:

## APPEARANCE OF THE BOATS.

The Connecticut and Fulton were owned in New York. The former was quite a good looking boat. She was about 150 feet long, 26 feet wide, and of about 200 tons burden. Her color was white, with green trimmings. She had a square engine, and cost about \$50,000. The Fulton is said to have been the first steamboat built to navigate the sound. She was enormously strong, and had a little less machinery than is now put in a cotton mill. Her wheels were turned through the medium of a cog wheel, with teeth about five inches long. She made a terrible noise when in motion, but with all her internal commotion, moved so slowly that the was once five hours going from Providence to Newport. Her color was black, and she carried sails to help the steam along. Her captain once told with great gloom that he had come all the way from New York without hoisting his sails.

The accommodations afforded by the Providence and New York Steamboat Line would not now be considered superb. Neither boat had upper saloon staterooms or hurricane deck. Both boats turned pine wood in large copper boilers, which were kept polished to the last degree of brightness. An enormous quantity of wood was necessary to keep up steam during the long trip between Providence and New York. It was piled ever, where, fore and aft, and high above the guards. But little freight was carried, the wood taking up all the available room. Years afterward, when coal was introduced, iron boilers were substituted, and copper being high at that time, the old copper boilers paid for the new iron ones. During the season of 1822, the Connecticut and Fulton landed at the second wharf below the foot of Transit street, and first wharf below what has since been so widely known as Carlington's store.

In the spring of 1823, the Connecticut and Fulton resumed their trips, the former on the 5th of March and the latter in the May following. The Fulton had been overhauled and her speed improved so that she was nearly as fast a boat as the Connecticut. She made her first trip to Providence in 1823, on the 12th of May. Capt. William Comstock was in command, and she brought fifty passengers. When near Field's Point, one of her boilers was discovered to be "partially ruptured." The fires were at once hauled from under the furnaces and the boat anchored there all night. In the morning she was taken up to Providence, repaired, and five days afterward was again on the line.

Scarcely was the line again in operation when the packetmen caused to be introduced in the General Assembly two bills, one called the Prohibitory Bill, which restricted the landing of

steamboat passengers on Rhode Island soil, and the other a tax bill imposing a tax of fifty cents upon each passenger by steamboat. The Journal of May 26, 1823, speaks its mind upon the steamboat question, pronouncing the adoption of either of the above measures unconstitutional, inexpedient, impolitic and inefficient. The tax bill passed the Senate, but June 18th, was rejected by the House, it being decided (that) the proposed measure was unconstitutional. Consideration of the other bill appears to have been indefinitely postponed.

During the season of 1823, the Connecticut and Fulton made regular trips between Providence and New York, leaving Providence Wednesday and Saturdays at 8 a. m. and New York Wednesday and Saturdays at 4 p. m. The advertisement which announced this programme concludes with the singular remark: "Travellers are requested to read the above notice right." It is distressing to think that we shall never know what possible inducement there could have been for them to read it wrong.

## AN EPISODE OF 1823.

The only incident which breaks the monotony of 1823, is the brief record of an engagement. As the Connecticut approached Narragansett Point, one bright June morning, quite a commotion was observed on shore, and two skiffs seemed to be making for the steamer. The occupants of each seemed to be making signals for the steamer to stop, and so much interest was aroused among the passengers, that Capt. Bunker steered the steamer nearer the foremost skiff and hailed the occupants. There was no answer, but from the boat in the rear came a reply of oaths and shouts from which the company on the steamer exactly ascertained that the occupants of the foremost boat were a runaway couple in pursuit of some Gretchen Green. As their boat came within a dozen yards of the steamer, the young man looked up and said: "Will you take us on board, sir?" There was an enthusiastic response from the passengers, and a score of hands lent aid. Capt. Bunker, who was usually alert enough, seemed to be entirely unconscious of what was going on, but tradition has it that the very instant that the young man's feet touched the deck of the steamer, the engineer got the order to "go ahead" with a suddenness that nearly took away his breath; and, in a very few seconds, a wide stretch of foaming water lay between the steamer and the empty boat.

During the season of 1823, the business of the boats increased a good deal, and in the spring of 1824 a new arrangement was made. The advertisement of April 1st announced that "the boats will leave Providence Tuesday and Friday evenings at 7 p. m., and New York Wednesday and Saturday noons, touching at New London each way." This arrangement was made partly to accommodate the passengers by stage from Boston. The stages were very ancient institutions. In the height of packing, the stages used to tear down South Main street like a whirlwind, as the hour for the starting of the boat drew near, and as the steamboats became faster and surer all this was intensified. As the steamboats changed their time of arrival and departure, the stages changed theirs.

About this time the boys used to get out of school soon enough to see the Boston stages arrive. They came fifteen or twenty in a row, lurching and away, the passengers peering out of windows and holding on for dear life, and the whole mass rushing forward in a whirlwind of dust. The stages ran, through from Boston at this time, with three changes of horses, in five or six hours.

There was one pleasant feature in the journey, the dinner at Wrentham. Wrentham was then a tiny village clustering around two hotels, Polley's and Fuller's. They stood exactly opposite and a unique arrangement was in vogue. Going one way, the passengers all dined at Polley's; the other way, all dined at Fuller's. It was a blessed arrangement, no loud-roared runners, no horrid gongs; but whether Polley's or Fuller's, it mattered little, the dinner was always a masterpiece, a superb creation. It only cost fifty cents, yet many a man will say that although he has fared sumptuously in other places, he never tasted dinners like those he obtained in Wrentham years ago.

The Rhode Island and New York steamboats soon stopped touching at New London, as a stage line from Boston to New London was opened, and a line of boats ran between New London and New York. Gradually, too, the hour for leaving Providence was set backward, until, in the fall of 1824, the Boston and Providence new line of coaches was started. Joel Blaisdel was agent in Providence, and the fare was reduced to two dollars. The Boston, Walpole, Wrentham, and Providence line immediately reduced their fares to one dollar and a half between Boston and Providence, and travel nightly increased.

During the winter of 1823, Capt. E. S. Bunker seems to have been very active in getting up a new steamboat, the Washington, which, with Capt. Bunker in command, made her first appearance here March 15th, 1826. The Journal of March 16th describes the Washington as "a splendid boat, absolutely a floating palace, combining all the elegance of naval architecture with the most luxurious accommodations for passengers." She was about 180 feet long and had a double engine, which was considered a wonderfully happy thought; for, quotha, if one engine breaks down, she can run with the other. Her cabin was one long room and it was very elegantly fitted up. She had one mast, like other steamboats, and would occasionally spread her sails and when wind was fair she could make her trip to and from New York in forty-eight hours, including nine hours which she lay at the dock in New York, and thus was considered unprecedented dispatch.

During the early part of 1826, the Connecticut, with Capt. Comstock, and the Fulton, with Capt. Robert S. Bunker, ran as the "Fulton Company New York and Rhode Island Steamboats," while the Washington formed an independent line. About May 1, the three boats began to be advertised as the "Fulton, Rhode Island and New London Steamboat Lines to Boston." Boats left Providence for New York Tuesdays, Thursdays and Saturdays; and for New London, Mondays and Fridays. In July, New London got a line of boats of her own, and then boats left Providence for New York Tuesdays, Wednesdays, Thursdays and Saturdays, at 3 p. m.

## THE BEGINNING OF OPPOSITION.

The event of 1827 was the effort on the part of the Marco Bozaris to start an opposition line. She came on in June, putting the fare down to \$5, but two trips used her up. There had been but one opposition boat before, the "New York," which came in November, 1824. She reduced fares from \$10, the regular rate, to \$5, but the regular line immediately followed suit, and soon ran a steam brig off. Early in March, 1828,

appeared another opposition boat, the Chancellor Livingston. She was commanded by Capt. Charles Cunningham, and reduced the fare between Providence and New York to six dollars. The other line followed suit, and a lively competition began. The Chancellor Livingston was a beautiful boat. She was built for the North River, and was considered just as handsome as a boat could be. She was bought off from the North River, and came here nearly new, but lying near the present location of the Point street bridge. She measured about 300 tons, and was especially noticeable on account of her having twelve smoke stacks. She had, for those times, another novelty; a cabin on deck, which, with her cabin below, gave her very superior accommodations. The Livingston also secured a cook of genius, and won passengers by the excellence of her bill of fare.

Meanwhile, the Washington had undergone extensive improvements, and March 26th, with Capt. Comstock in command, took her place on the regular line. It was announced with a flourish that her under cabin contained between sixty or seventy berths, and that she had a cabin on deck for the accommodation of ladies. During the season of 1828 the Fulton, Connecticut, Washington and Chancellor Livingston were all running to New York. The Citizens and Commercial Line of stages were also running, and in close opposition. The horses which in previous cuts had appeared at a gentle trot, now stood out in furious gallop.

The speed of the boats began to be the subject of frequent paragraphs in the newspapers. The Washington sometimes came through in less than sixteen hours, and the Chancellor Livingston made a trip from Newport in an hour and fifty minutes. During the latter part of October, 1828, the Chancellor encountered a furious storm on the Sound, and was in great danger for several hours. She came safely to harbor, however, and Joseph Ricketson, David Anthony, J. T. Howard, J. S. Allen and others united in a testimonial of gratitude to Capt. Cunningham.

On the 23d of October, appeared in Providence, a craft, which although not a steamboat, deserves passing mention. It was the Lady Carrington, the first boat from Worcester, via the Blackstone canal.

Early in June, 1828, the Long Branch, Capt. Thurber, announced regular trips through the season, between Providence and New York. She put the fare down to \$5, but her career was short. In July she was advertised to be sold at auction, to close the accounts of the Providence and New London Citizens Coach Company.

HOW THE STAGES USED TO RUN. This company had been running a terrific opposition in carrying passengers between Providence and Boston. The competition between various stage lines was so close that the Journal solemnly vowed for the fact that one company having offered to carry passengers for nothing, the opposition offered to carry passengers for nothing and give them their dinners; whereupon the first line offered free passage, dinner and a bottle of wine. The historian naively adds: "the coaches always went full."

During a part of the summer of 1829 there were 325 stage coaches a week to and from Providence, not counting the local stages running to points within a dozen miles of the city. Those were the days of turnpike and good roads. In many localities the turnpike men were sorely put to it to keep the earnings of the road within the charter limits. The Boston and Providence pike was as hard and as smooth as a race course. The horses were changed four and sometimes five times between Providence and Boston. From nine to twelve persons were packed inside of a coach, and a mountain of baggage was piled on top. The coaches would sway when the horses walked. But let a rival coach suddenly heave alongside, there would be the crack of a whip, a dislocating jerk and a long tremor as the horses broke into a run. Then the coach would lurch and writhe and bounce, and the passengers would dart upon each other, and paw the air and cower about in their narrow quarters until one coach or the other took the lead, when the pace would slacken and the passengers would lean out of the coach and make short addresses to the driver.

(TO BE CONTINUED.)

## Celestial Refreshments.

Places of rest and refreshment are commonly to be found at the halting stations on the highways in the interior, or at the villages on the banks of the great rivers of China. They frequently take the form of a small mud hut, having a dark interior filled with smoke, tea tables, forms and an oven, where a cook is kept for the entertainment of the customers, whose favorite beverage is tea, although when times are good and the weather is cold they indulge in something stronger, which often inclines and that at a very cheap rate. In the darkest corner there is a row of glazed earthenware jars, containing a kind of Chinese whiskey, of which a thirsty customer may have a skiff for something considerably under a penny; when he will go quietly to sleep on the shelf of his cart, and his pony or mule, being used to it, will take him home.

In addition to these conveniences, there is an ingenious little furnace in front, having one long flue, through which the flame is driven by an air pump. And a row of hot-water kettles, gradually increasing in size to the heat of the tongue of flame that passes up the flue beneath, so that they may all be kept boiling. The hot water is sold to the passersby, who usually carry with them their teapot and tea, so that they may have a cup at every station. This custom of carrying one's own tea is so common that it is difficult to procure a cup of tea in any of the restaurants, as they do not keep it, and do not care to go out of their way to buy it for you. Although the plant may be growing all around, and at one's very feet, it is next to impossible to get a cup that a foreigner would consider worth drinking, and as to using milk and sugar, the Chinese look upon the practice as a barbarous device of the "foreign devil."—Golden Penny.

A misplaced comma has got a Greeley county, Kan., paper into a peck of trouble. The journal in question recently published an item in which the following sentence occurred: "Two young men from Leoti went with their girls to Tribune to attend the teachers' institute and, as soon as they left, the girls got drunk." The comma belonged after the girls, and the latter are making it hot for the editor.—St. Paul Globe.

Niblick—Solomon was a wise man. He knew all that there was to know. Foozoo—Naturally a man with his extensive assortment of wives must have heard all that was going on.—Boston Transcript.

## A New Bullet-Proof Cloth.

An article in Public Opinion describes the results of the Italian government's experiments with the bullet-proof cloth. The "armor" is apparently a sort of felt, the stuff being capable of adaptation to any shape whatever, for example, a breast piece with a collar or a sort of coat which completely envelops the wearer and absolutely guarantees him from gunshot wounds. The thickness of the protector varies from one-sixteenth to seven sixteenths, according to the arm the effects of which it is designed to destroy. Against the armor of the seven-sixteenth of an inch the regular ordnance revolver with steel core ball is powerless, and also the gun of the 1891 model, charged with smokeless powder. The ball, whether it be of lead or steel, when it strikes the protector is arrested and deformed, in some cases rebounding and in others being almost reduced to pulp. Thus there is not only an arrest of the ball, but deformation as well, and in this deformation the force of the ball is converted.

It is natural to suppose that the force of the ball would be communicated to the armor and that this would be driven violently backward, resulting in a tremendous shock, and one which at times would be dangerous to the wearer. To demonstrate the lucubrations of this view Signor Benedetti attached his protector to a horse and fired upon the animal only six feet away with an ordnance revolver; the ball falling at the feet of the horse while he, freed from his halter, walked away as if nothing had happened. It is to be noted that with the same revolver a piece of steel had been previously pierced. The same experiment was made with a chicken covered with a breast piece of the felt; the cock, after being rid of his new shell, quietly pursued the even tenor of his way.

## Rhode Island College Notes.

The six weeks special poultry course closed on Wednesday last, nineteen students receiving certificates showing that they had satisfactorily completed the work assigned. The class has been full of enthusiasm making use of every means to secure the greatest possible amount of information in the limited time. Aside from the direct instruction provided, they have held an evening session twice each week for the discussion of topics of interest in their specialty, not otherwise provided for. They have made several excursions to poultry plants in this state and in Massachusetts to study the practical application of the principle taught at the college. Social features have also been added as when through the kindness of Mr. H. A. Rhodes of East Greenwich a "Poultry Luncheon" was served the class and its instructors. On Monday evening last the usual banquet of the class was given at Library Hall, Kingston, the after dinner speeches of the students showing their high estimation of the course and advantages offered here, and especially their appreciation of the untiring efforts of Dr. Cooper Curtis who has had the work in charge. As a token of their kindly feeling they presented him with a very fine student's lamp.

"Personally," said Mr. Spewlow to the unfortunate man whose investments, made in compliance with his advice, has turned out badly. "I should be glad to share the loss with you, but I have a partner—Mr. Jorkins—who flatly refuses to permit it. Mr. Jorkins, in fact, says we have lost so much ourselves in the transaction that we can not afford it. My hands, as you perceive, are tied. On this point Mr. Jorkins is immovable. If it were in my power, my dear sir, nothing would give me greater pleasure than to—I beg pardon. May I ask you what you are laughing at?"

"I couldn't help it, sir," said the unfortunate investor, trying in vain to restrain his mirth. "That's just the way Schwab talks about Morgan!"

With inexcusable carelessness, Mr. Dickens omits all reference to this incident in the fragmentary memoirs he has left us of Mr. Spewlow.—Galveston News.

The mate of the Cora E. Smith, a merchant vessel bound out to Montevideo, South America, had charge of the log book, and it was his duty to enter each day the events of the voyage. One day it happened he was so much under the influence of liquor as to be unable to attend to his duty, whereupon the captain made the entry noting at the end the words: "Mate drunk to-day." The next day, upon making the usual entry in the log book, the mate saw the notation and became enraged. He asked the captain to erase the objectionable words, but he steadfastly refused, contending it was part of the records of the voyage, and he would not alter it. The mate hereupon made his entry in the book at the end of which he wrote: "The captain was sober to-day."—Pittsburgh Telegraph.

A lady meeting her gardener in the grounds said to him: "Surely, I am surprised that you do not marry. You have got a free house, coal and gas, and a weekly wage of thirty shillings, so I think all you want to complete your happiness is a wife."

And to lend weight to her argument she added, "Adam, who was the first gardener, was given a wife."

"True for ye, ma'am," replied Sandy, "but he hadn't her long till he lost his job."—London Tit-Bits.

"My dear," said the physician's wife, "why don't you take a long rest? Go away somewhere and enjoy yourself. You haven't been out of town for five years."

"My dear," the celebrated practitioner said, "I dare not leave. If I did so most of my patients would discover that they could get on just as well without me, and my practice would be ruined."

A school teacher boxed the ears of a pupil a few days ago. The boy told his mother, and the next day the teacher received the following note: "Nature has provided a proper place for the punishment of a boy, and it is not his ear. I will thank you to use it hereafter."—Muscatine (Kan.) Record.

Mrs. Miesit—Charles do you think I am gowned well enough for the reception?

Mr. Miesit—Yes; how am I coated and painted?—Chicago Record Herald.

Prussian railway cars are at last to be improved by patterning them to some extent after the American cars.

The density of relative population of Cuba is nearly the same as that of the United States.

## Fall River Line.

## FOR NEW YORK, the South and West.

## PLYMOUTH and PILGRIM

In commission. A line of boats on each. LEAVE NEWPORT—Week days only at 8:30 p. m. Returning from New York Mondays leave for 10 North River. And of Warren, week days only, at 5:00 p. m. And of Newport 2:30 p. m., leaving here at 3:30 p. m. For Fall River.

For tickets and staterooms apply at New York & Boston Despatch Express office, 273 Thomas Street, J. L. Green, Ticket Agent, C. O. GARDNER, Agent, New York, R. I. O. H. TAYLOR, General Passenger Agent, N. Y.

Providence, Fall River & Newport Steamboat Company.

## CHANGE OF TIME

On and After October 1, LEAVE NEWPORT FOR

## PROVIDENCE

Week days 8:05 a. m. Leave Providence for Newport, week days, at 4 p. m.

Excursion Tickets, 50 Cents.

## PRUDENCE and CONANICUT.

Stop at Conanicut Park Mondays and Saturdays only.

Stop at Conanicut Park Mondays and Saturdays only.

R. DUFFIN, Ticket Agent, Fall River, N. Y.

A. H. WATSON, President.

## Newport &amp; Wickford

RAILROAD and STEAMBOAT CO.

THE WICKFORD ROUTE.

In effect June 1, 1904. Subject to change without notice.

Leave

Newport 7:00 a. m. 10:00 a. m. 1:00 p. m. 4:00 p. m. 7:00 p. m.

Providence 7:10 a. m. 10:10 a. m. 1:10 p. m. 4:10 p. m. 7:10 p. m.

New York 7:20 a. m. 10:20 a. m. 1:20 p. m. 4:20 p. m. 7:20 p. m.

Leave

New York 12:02 a. m. 10:00 a. m. 1:02 p. m. 4:02 p. m. 7:02 p. m.

Providence 8:02 a. m. 11:02 a. m. 1:02 p. m. 4:02 p. m. 7:02 p. m.

Newport 8:55 a. m. 11:55 a. m. 1:55 p. m. 4:55 p. m. 7:55 p. m.

A. M. A. M. P. M. P. M. A. M. A. M.

Daily except Sundays.

For tickets and Drawing room chairs apply at the Transfer Co.'s office, 30 Bellevue Avenue.

A. D. MACLEOD, Agent, Newport.

## New York, New Haven

## &amp; Hartford Railroad.

Time tables showing local and through train service between all stations may be obtained at all ticket offices of this company.

ON and after Jan. 31, 1904, trains will leave

NEWPORT, for BOSTON, SOUTH STATION, week days, 6:55, 8:00, 11:00 a. m., 1:00, 3:00, 6:00, 8:15 p. m. RETURN, 12:45, 2:55, 5:55, 8:00, 10:00 p. m.

NEWPORT, for PORTSMOUTH, 6:55, 8:00, 11:00 a. m., 1:00, 3:00, 6:00, 8:15 p. m. RETURN, 12:45, 2:55, 5:55, 8:00, 10:00 p. m.

NEWPORT, for FALL RIVER and TAUNTON, 6:55, 8:00, 11:00 a. m., 1:00, 3:00, 6:00, 8:15 p. m. RETURN, 12:45, 2:55, 5:55, 8:00, 10:00 p. m.

NEWPORT, for WASHINGTON, 6:55, 8:00, 11:00 a. m., 1:00, 3:00, 6:00, 8:15 p. m. RETURN, 12:45, 2:55, 5:55, 8:00, 10:00 p. m.

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